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BIENNIAL REPORT

OF THE

Board of
State Harbor Commissioners
PORT OF SAN FRANCISCO

FOR THE

Fiscal Years Commencing July 1, 1924, and Ending June 30, 1926

COMMISSIONERS:

Wm. A. SHERMAN, *President*

J. B. SANFORD

J. SHERMAN McDOWELL



CALIFORNIA STATE PRINTING OFFICE
JOHN E. KING, State Printer
SACRAMENTO, 1926

BOARD OF STATE HARBOR COMMISSIONERS.

WM. A. SHERMAN	-----	<i>President</i>
J. B. SANFORD	-----	<i>Commissioner</i>
J. SHERMAN McDOWELL	-----	<i>Commissioner</i>

OFFICERS.

J. L. PHELPS	-----	<i>Secretary</i>
JAS. BYRNE, JR.	-----	<i>Assistant Secretatry</i>
FRANK G. WHITE	-----	<i>Chief Engineer</i>
H. E. SQUIRE	-----	<i>Assistant Engineer</i>
FRED S. KNIGHT	-----	<i>Chief Wharfinger</i>
T. J. MCGINTY	-----	<i>Superintendent Belt Railroad</i>
WM. T. PLUNKETT	-----	<i>Attorney</i>

In Memoriam.

M. F. COCHRANE.

WHEREAS, Suddenly, in the midst of life's activities, Hon. M. F. Cochrane, a member of this Board, answered the Great Summons at his home in San Rafael on September 9, 1926; and

WHEREAS, In the passing of our distinguished colleague, the State has lost one of its foremost citizens, whose activities reached into many walks of life and who, as a citizen, stood high in the social and business councils not only of his own community but of the State; and who, as an editor, realized the power of the press and always directed the policy of his paper as a constructive force in the State, permitting nothing to enter the columns of the San Rafael *Independent* which could not be read in any home or by any child; and whose editorial policy, although forceful, always had a definite purpose for the building up of a better citizenship; and who, as a member of the Board of State Harbor Commissioners, always stood for the development of the Port of San Francisco, always bearing in mind that the harbor was the outlet for all of northern California and that its facilities should be developed not only for the needs of today but for a bigger and greater future, a man of great vision—yet practical in all his ideals; and who, as a friend, was always doing deeds of kindness and possessed an abiding loyalty for those who were privileged to enjoy his kindly and splendid personality; therefore, be it

Resolved, That the Board of State Harbor Commissioners, at its regular meeting held this twenty-third day of September, nineteen hundred and twenty-six, express to the family, associates and friends of the late Commissioner M. F. Cochrane the great loss caused by his untimely death; and further be it

Resolved, That a copy of these resolutions be forwarded to the family of our friend and colleague and also that a copy be furnished to the press and that they be made a part of the minutes of this meeting.

RESIGNATION,

There is no Death! What seems so is transition;

This life of mortal breath

Is but a suburb of the life elysian,

Whose portal we call Death.

—Henry Wadsworth Longfellow.

Adopted by the Board of State Harbor Commissioners September 23, 1926.

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LETTER OF TRANSMITTAL.

*To His Excellency, HON. FRIEND WM. RICHARDSON,
Governor of the State of California.*

DEAR SIR: The Board of State Harbor Commissioners herewith submits its biennial report for the fiscal years commencing July 1, 1924, and ending June 30, 1926, with complete statements showing all moneys by them received and disbursed, stating specifically for what the same was received and for what purpose expended; also, a concise account of all improvements made and the general condition of the property under charge of the Commission.

Very respectfully,

WM. A. SHERMAN, *President.*

J. B. SANFORD,

J. SHERMAN McDOWELL,
Board of State Harbor Commissioners.

October 30, 1926.

THE PORT OF SAN FRANCISCO.

By WILLIAM A. SHERMAN.

President Board of State Harbor Commissioners.

The Port of San Francisco is the industrial and commercial center of the Pacific Ocean. It is the great American hub of trade on the Pacific, and, in direct proportion as the development of this coast has unfolded, so have the facilities of this great harbor been developed to meet without stint every requirement.

The Port of San Francisco serves a greatly diversified area. This may be best visualized when we realize that this service includes all of northern and central California (which comprises three-fourths of the state), all of Nevada and, when San Francisco's association with the Orient and overseas Pacific ports are considered, the entire country.

This is the only combined river and bay port on the Pacific. Two giant rivers tap the inland empire (which is larger than all the states of New England) and San Francisco Bay is the only outlet for this vast territory. This is not only the "Gateway to the Orient" but also to these rich interior valleys which hold the bulk of the wealth of the State of California.

Best of all, there is a deal of stability enjoyed by the Port of San Francisco not shared by any other shipping center on this coast. This is due to the diversified cargoes received and sent forth and, also, to the huge tonnage of freight that either originates near the very side of the ship or else is received for processing preliminary to the ultimate shipment to the customer or consumer. In this connection, it is significant to note that over 75 per cent of the value of Seattle's imports is silk. The percentage of all imports received for transshipment is considerably more. More than 80 per cent of the exports from Los Angeles consists of petroleum.

San Francisco boasts of well balanced cargoes including canned fruits and vegetables, dried fruits, cotton, leather, autos, minerals, coffee, sugar, copra, tea, fibres, tin, nitrates, peanuts, crab meat, gunnies, manufactured machinery and general merchandise and other articles too numerous to recount.

It is not the total tonnage alone that must be considered as the real test of value to a city and port. The value of the tonnage handled in this port is second only to that of New York, and each year the total value, proportionate to tonnage, continues to increase.

It is most significant that, as each anniversary rolls around, a greater percentage of the ship cargoes sent forth from the Port of San Francisco consists of merchandise and products produced either on land within the shipping limits of the port or else is produced within the plants and factories situated in the bay area. In this connection it might be well to give an illustration associated with the departure for the Orient of one of the Dollar Line's big steamships several weeks ago—the vessel took away more than 3000 tons of freight produced in this area valued at approximately \$1,500,000. It is estimated that one-half of this sum had been paid to local labor to produce the merchandise. This meant that the labor of 100,000 workmen receiving compensation at the rate of \$7.50 per day was represented in this single shipment.

Twenty years ago this port had never welcomed a mighty cruise liner—one of the type that circles the globe with hundreds of tourists. It was only in 1912 that the trans-Atlantic liner *Cleveland* came here for the first time and repeated the venture a year later. Then came the war, and the *Cleveland* failed to arrive. Now we have the annual visit of five of these great trans-Atlantic liners, each laden to comfortable cruising capacity with hundreds of happy travelers who take this wonderful world jaunt. Wonderful as is this maritime achievement for the development of this great port, we have another and greater achievement of this character that belongs to the Port of San Francisco. This is the Dollar Steamship Line operation of an around-the-world service with fortnightly sailings from San Francisco, the company's home port. The Dollar ships, known as "President Liners" touch at twenty-one ports in thirteen countries on scheduled time. This company, the only American organization maintaining such a service, has helped to make our port go ahead by leaps and bounds within a short space of time.

In addition to the regular around-the-world service, the other regular services, centering here, include those operating to the following countries in addition to that coming under the caption of Coastwise: Australia, British Columbia, Europe, Hawaii, Intercoastal, South America, South Africa, Mexico, Central America, trans-Pacific, United Kingdom, bay and river, and tramp.

The Port of San Francisco is operated on a "nonprofit" or "at cost only" basis. Port charges are reduced to that minimum sufficient for the efficient operation and maintenance of the port. San Francisco charges are the lowest of any port in the United States and the harbor facilities have not cost the people of the city or state one dollar in taxes.

The investment in capital in San Francisco shipping is plainly evident in the construction of new liners for the Matson Navigation Company and the Panama Pacific line. It is also evidenced by the purchase of the numerous Shipping Board ships by San Francisco capitalists who have confidence in the future of shipping and the port.

Twenty years ago the Port of San Francisco and the water front was developed more or less intensively from Battery and Lombard streets on the north to Berry street on the south. There were a few small wharves along Channel street and in Central Basin. The permanent seawall was constructed only in part. There was a small section completed between Taylor street and Mission and a short section at the foot of Berry street. There were no wharves paralleling the water front between Taylor and Lombard streets and those in existence were of the old timber type of construction. There were only thirty-three of these commercial piers exclusive of the smaller structures in Channel street and Central Basin. Narrow piers predominated, only six being more than one hundred feet in width. Apparently the need for covered space was less at that time, only seventeen of the piers having covered sheds. The handling of coal was then an important industry, six of the piers being for this purpose. The last of the bunkers on Pier 15 has been razed.

In comparison, the water front of 1926 is developed intensively for commercial purposes from Hyde street on the north to Channel street on the south. In addition, commercial piers have been constructed

along the China Basin front south of the Channel, and considerable development has been started in the Islais Creek district, where grain, oil and lumber terminals are being provided.

The permanent seawall extends from Hyde street to the Channel and is paralleled for almost the entire distance with a reinforced concrete apron wharf. The piers are larger and number forty-two. Eighteen are constructed of reinforced concrete. Their area totals 4,967,280 square feet, of which 3,120,394 square feet consists of covered sheds. Comparative figures for 1906 were 1,979,000 square feet and 911,000 square feet, respectively.

Only five of the piers had railroad tracks extended for the convenience of the shippers twenty years ago. Thirty-six of the present enlarged piers are equipped with tracks.

The seven passenger ferry slips at the ferry have been increased to ten adjacent to the foot of Market street and two additional slips have been constructed and are being used at the north end of the water front for the use of the service between San Francisco and Marin County. A total of 630,530 square feet of land comprising eighteen seawall lots had been reclaimed by the Harbor Board up to 1906. This reclamation has been continued until there are now twenty-nine lots with a total area of 1,275,442 square feet.

Freight traffic for the port in 1906 was 5,748,992 tons. It was 10,801,434 tons in 1925. There were 31,000 car movements in 1906 and 111,785 during the past year. The gross revenue in twenty years has leaped from \$1,066,000 to \$2,814,270; the Belt Line revenues from \$77,800 to \$416,511; the disbursements of the Harbor Board from \$1,021,500 to \$2,053,945.

The above represents an accurate recital of the achievement of the Port of San Francisco in twenty years. It will be noted that the progress is more than twofold. The greatest percentage of increase has been during the last half of this period. Great as has been the development and achievement during the past twenty years, it is reasonable to expect that the Port of San Francisco will make vastly greater strides during the next twenty years.

REPORT OF THE BOARD OF STATE HARBOR COMMISSIONERS.

The biennial report of the Board of State Harbor Commissioners for the fiscal years commencing July 1, 1924, and ending June 30, 1926, is made by the commission composed of Wm. A. Sherman, president, successor to Commissioner Chas. H. Spear, who resigned the office September 1, 1925, to accept the post of manager of Los Angeles Harbor, and Commissioners M. F. Cochrane and J. B. Sanford, all appointees of Governor Friend Wm. Richardson. Commissioner Cochrane died September 9, 1926, and J. Sherman McDowell was appointed to the vacancy September 15, 1926.

Assuming executive management of the port when San Francisco shipping interests were preparing for trade expansion, President Sherman announced his plans for harbor improvements and asked shipping transportation heads to submit estimates of anticipated traffic needs for the next ten years. Chief Wharfinger Knight and other department heads were directed to prepare complete surveys of the water front state properties and needs for the future. With the reports before him, President Sherman outlined a plan for harbor improvements to add more than 1,500,000 square feet of pier area and 1,000,000 square feet of shed space to the harbor facilities. The project was approved by Governor Richardson and finances were provided without calling for taxation of the people. Working plans for the development were ordered and construction will be hurried.

EXTENSIVE DEVELOPMENTS.

In the biennium 1924-1926, the Board of State Harbor Commissioners carried on extensive improvements in harbor development at a cost in excess of \$2,350,000, of which \$858,751,125 was out of operating revenues. The larger expenditures for outstanding improvements were as follows:

Subway cost	\$333,469 00
Islais land reclamation No. 2	232,571 00
Islais Creek shed additions	22,862 00
Islais outer wharf extension	11,742 00
Paving Berry street, Embarcadero to Third street	45,599 25
Paving Embarcadero, Folsom to Berry street	166,237 00
Paving Embarcadero, Washington to Howard street	65,643 00
Pier 50 construction	755,940 00
Pier 40, alterations and addition	168,644 00
China Basin Terminal building	510,830 00
Market Fishermen's building	13,699 00
Old post office building foundations	21,066 00
Painting rear of Ferry Building	9,770 00
Total	\$2,358,092 25

Other work unfinished and more being carried on under several contracts will add \$400,000 to the Board improvement accounts for the biennium.

TWO MAMMOTH PIERS.

Plans have been adopted for two modern piers of mammoth size which will be built as soon as possible to meet fast-growing commerce and accommodate the largest freighters. One of the great piers, which will be built at the foot of Taylor street on the north bay front, will be

1200 feet long and 382 feet wide and will be No. 45. The other new pier will be on the south front 610 feet long and 376 feet wide. This pier will extend into very deep water near Mission Rock and will be No. 48.

Bids for construction of the substructure of Pier 45 were invited on three designs, September 23d. One design was for an open pile pier, the second was for a solid rock wall pier with dredged fill, and the third design was for a concrete wall solid pier, the filling to be dredged sand. Only one proposal was submitted on the three competing designs and the bids were considerably higher than the engineer's estimates. The Board rejected all bids as being too high, and readvertised for new proposals which were opened October 13, 1926. The Board saved the state on the second competition \$51,700 for design No. 1, and on No. 2 design the saving was \$129,158. The saving on No. 3 design was \$154,065.

The Board accepted design No. 2 as the best plan for Pier 45 and awarded the contract for construction of that pier to Healy-Tibbitts Construction Co., on their bid of \$1,090,842, a big saving for the state.

Pier 45, to be located at the foot of Taylor street at the extreme west end of the state's property on the remnants of the old North Point sand bar, will be a massive breakwater where sharp tidal currents will be checked. It will have a combined area of approximately twenty acres, with double sheds and four surface and depressed railway tracks with cross-overs. The advantages of the solid fill pier consist principally in permanency and reduction of maintenance costs. Car slips will be provided at center of pier for freight transferring in place of the old slips. The estimated cost of Pier 45 completed is \$2,000,000 inclusive of cement, piles, and railroad equipment which the state will supply. The estimate on the superstructure is about \$400,000. On completion of Pier 45 it is planned to construct a new pier to be numbered 43, similar in size and design to Pier 45 at the location of the car ferry slips. The two piers taken together will furnish two car slips in addition to the berthing facilities at the site now occupied by car slips only.

ECONOMICAL BUSINESS PLAN FAVORED.

Adoption of a new harbor improvement finance plan, proposed by the Board of State Harbor Commissioners, will save the Port of San Francisco \$152,000 during the next year and insure additional savings in the future.

The plan provides for the withdrawal from the state treasurer's office of the surplus in the San Francisco Harbor Improvement Fund, now totaling in excess of \$1,700,000, to provide for the construction of Pier 45 at the foot of Taylor street, the largest terminal ever designed for this port.

GRAIN AND FRUIT TERMINALS ORDERED.

The Board realized some time ago that the growth of the San Francisco water front to meet the development of commerce and industrial activities must be southward, where the state owns large areas, including 280 acres of submerged lands suitable for industrial sites, on a deep navigable waterway known as Islais Creek. Reclama-



ISLAIS CREEK GRAIN TERMINAL.—The grain Terminal built at Islais Creek, San Francisco, for cleaning and loading California grain for export, is 660 feet in length on deep water open to all foreign vessels. It is 39 feet wide and has a two-story grader building 75 feet high, with bins for holding cleaned grain. The ground floor has a covered area of 144,612 square feet. Belt Railroad tracks connect the plant with three transcontinental railroad systems, and big ships land alongside the loading wharf 660 feet in length.

tion of the large tracts was planned in sections and the first unit of 26 acres of the tide lands is well advanced. Restraining walls have been built, at a cost of \$232,571, and the filling will be done by dredging the channel to accommodate large vessels. Bids were recently received for the dredging but were rejected as being too high, and the work at that time would have interfered with handling grain shipments.

Two great terminal projects to be carried out in enlarging business operations in the Islais Creek section have been worked out and have been approved by the Board of State Harbor Commissioners for early completion. These terminal projects were presented to the Board in the following statements made by President Sherman, September 23, 1926:

"Realizing the necessity for having a focal point for the assembling of canned goods and dried fruits in San Francisco, I have given the matter of the establishment of such a terminal a great deal of careful consideration. I have come to the conclusion that this terminal should be established at once. It will mean the handling under one roof of hundreds of thousands of tons of canned goods and dried fruits—all products of this state.

"If it meets with the approval of this Board, gentlemen, I would like to devote what is known as the China Basin Terminal for this purpose. I believe that the designation of China Basin Terminal as a dried fruit and canned goods terminal will fill a much needed economical want, and will be of the utmost benefit to the orchardists, canners and packers in this part of California. It is estimated that at least 480,000 tons of these commodities will be handled through this terminal during the next six months.

"I also want to call attention to the congested condition at the grain terminal at Islais Creek. This terminal has filled a great economic want for the grain growers of this state, particularly the barley growers. This industry is growing rapidly and the demands upon the terminal have increased to such an extent that upon several occasions this year it was found necessary to put an embargo on receipts until some of the grain had been loaded on ships for its ultimate destination. As you know, a great deal of work has been done at Islais Creek in preparation for future development. We are now in a position where we can put an addition on the grain terminal.

"It is my suggestion that the engineering department prepare plans immediately for an additional unit to the grain terminal. In looking upon this facility, we must always consider that the Port of San Francisco economically serves all of northern California. With this in view, I feel that we should proceed as rapidly as possible with the enlargement not only of the grain terminal but of any and all facilities which will facilitate the handling of the state's business which finds its outlet through this port."

MISSION ROCK TERMINAL—A GREAT PROJECT.

Out in the bay, about 200 feet east of the newly constructed Pier 50, is a privately owned tract of about 10 acres, known as "Mission Rock," the top of an ancient upheaval of nature, surrounded by very deep water, and easily connected with the Embarcadero. State harbor authorities planned through many administrations to add the property

to the state's control of all acreage within the pierhead lines. Recently the corporation owning "Mission Rock" submitted to President Sherman, of the Harbor Commission, a leasing proposition to connect Pier 50 with the ancient bay landmark and make it a great shipping terminal and industrial site, at a cost of about \$8,000,000, providing additional facilities demanded by fast-growing commerce, and industrial sites for many new activities, providing bulkheads for berthing eight large ships simultaneously. The cost of the improvement will be advanced by the company in a leasehold contract, extending over a period of years, the construction expenditures for the extension to be returned as rental rebate. Dockage and cargo totals will be paid to the state.

"This is one of the most important proposals ever brought to the attention of the Harbor Board and will receive careful consideration," President Sherman says.

INCREASE IN REVENUES.

A great increase in shipping activities is shown in the report of Chief Wharfinger Knight which gives a total of 1053 vessels of all types operating in San Francisco harbor in 1926—266 more than were listed in 1924. There were in 1925, 19,929 operations and in the first six months of 1926 the record was 2765 operations in excess of all the year 1925.

Operating expense and revenue totals for the fiscal years 1925 and 1926, shown in the Board's financial statement given in this biennial report, are:

1926—Revenue	-----	\$2,815,652	45
Expense	-----	1,386,275	20
Surplus	-----	\$1,429,377	25
1925—Revenue	-----	\$2,776,344	53
Expense	-----	1,488,908	25
Surplus	-----	\$1,287,436	28

The surplus increase for the year 1926 over 1925 was \$141,940.97.

TO MEET FINANCIAL PROBLEMS.

A better financial set-up of the state property under the control of this Board appearing necessary, a conference was recently held with the Board of Control. At that meeting, it was decided that a valuation of all the Board's property should be set up on the books in order that a clearer analysis could be made of the revenues and expenses of this department. This was done for the purpose of being prepared to meet some of the large financial problems which will face the Board with the early setting aside of funds for the redemption of bonds. The cost of construction has mounted rapidly and yet the revenues from tolls and dockage have not been changed for many years. It is not the purpose of this Board to make any change

unless absolutely necessary but it is the opinion of both the Board of Control and this Board that a bookkeeping system should be so arranged that we would know definitely the relations between costs of construction, maintenance and income. The stockholders of this department, like those of other departments of the state, are the people. The dividends which they receive are those from a businesslike administration which means reduction of taxes. It should always be the policy to keep the charges as low as possible but consonant with proper service, maintenance and a forward-looking construction plan. The Board of Control has assigned a special man for this work and the Railroad Commission has very kindly consented to let us have the service of their valuation engineers and experts.

CIVIL SERVICE LAW MAINTAINED.

The Board's relations with the Civil Service Commissioner, Hon. David J. Reese, have been particularly satisfactory. Naturally, in the turn-over of a large number of men in the many departments of this Board there arise at times differences of viewpoint. However, these have all been settled on the basis of maintaining the civil service law in both letter and deed, the securing of efficient employees and a businesslike solution of the various problems.

RECOGNITION OF FAITHFUL SERVICE.

It is the idea of this Board that the legislature should make some provision for employees who have worked faithfully and long for the state. There are many men in the various departments of this Board who are growing old in their public service. The business of this department is naturally increasing. Modern business recognizes this economic condition by old-age pensions and insurance. This state has been one of the most forward in the protection of employees in industry. By this same token, recognition should be given to faithful civil service employees. It must be recognized that, while the employment is steady and the remuneration generally commensurate with the employment in the various state departments, nevertheless, the individual has not the opportunity for personal advancement that he has when employed in private industry.

HARBOR COMMISSION HAS 490 ON PAY ROLL.

State employees on the Harbor Commission pay roll for the month of October, 1926, numbered 490 and their salaries amounted to \$82,029.42. The average monthly pay roll totals \$80,000 but necessity for increase in Belt Railroad forces to move California crops added largely to labor cost in October.

The Executive Department employees number 29, which is a small force, with a total of 461 in all other branches of this public service, showing a small proportion of the cost of state government in the business management of the San Francisco harbor where the revenues average \$250,000 monthly.

Employees in the departments are totaled in the following classifications:

Executive office	29	Tow boat captains	4
Engineers and draftsmen	29	Marine firemen	7
Marine engineers	3	Deckhands	21
Levermen	6	Electricians	16
Janitors and foremen	20	Carpenters	16
Painters	14	Blacksmiths	3
Administrative	5	Plumbers	5
Engineers, steam plant	4	Plasterers and millmen	4
Tinners	8	Pavers	8
Truckdrivers	8	Watchmen	12
Pilemen	54	Wharf sweepers	6
Laborers	37	Yard masters	8
Executive office (B. R. R.)	5	Locomotive firemen	18
Locomotive engineers	15	Machinists	20
Switchmen	58	Sectionmen	20
Car inspectors	5		
Wharfingers	22	Total	490

FINANCIAL REPORT OF THE 76TH AND 77TH FISCAL YEARS ENDED JUNE 30, 1925, AND JUNE 30, 1926.

TEXT.

Account 1.—Comparative Statement of Financial Status, as of June 30, 1926, and June 30, 1925.

Schedule No. 1. Fort Mason Tunnel Account.

Schedule No. 2. Analysis of Property and Equipment, showing comparative values of Real Estate, Piers and Wharves, Buildings, Equipment, etc.

Account 2.—Comparative Statement of Revenue and Expense for the Fiscal Years ended June 30, 1926, and June 30, 1925.

Schedule No. 1. Comparative Statement of Operating Revenue and Expense.

Schedule No. 2. Analysis of Revenue from Operations.

Schedule No. 3. Analysis of Expense of Operations.

Schedule No. 4. Comparative Statement of Revenue and Expense of the Belt Railroad, as at June 30, 1926, and June 30, 1925.

Account 1.—In the form of a balance sheet, exhibits the financial status of the Board of State Harbor Commissioners, as at June 30, 1926.

Schedule No. 1. Fort Mason Tunnel Account shows there has been realized toward the payment of the cost of the tunnel, between the date of acceptance, October 22, 1914, and June 30, 1926, the sum of \$97,499.07, of which \$3,251.98 was realized during the fiscal year July 1, 1924, to June 30, 1925, and \$2,134.74 was realized during the fiscal year July 1, 1925, to June 30, 1926.

The amounts realized the last two years, in comparison with previous two years, show a substantial increase in reduction of the balance due from the United States Government. Due to the misinterpretation of Section 5 of agreement entered into between the United States Government and the Board of State Harbor Commissioners, interest was charged on yearly balance in advance instead of on monthly reducing balance, therefore, adjustment of \$4,323.28 interest was allowed United States Government for period from November 1, 1914, to June 30, 1925. The balance due, \$175,650.31, will be retired in approximately seventy-five years at the present rate of payments.

Schedule No. 2. Is an analysis of property and equipment under the jurisdiction of the Board of State Harbor Commissioners, as at June 30, 1926, as compared with June 30, 1925, showing the values of Real Estate purchased, Piers and Wharves, Buildings and Equipment, etc., in a sum total of \$27,233,346.33, as at June 30, 1926, and \$25,993,823.42 as at June 30, 1925, showing an increase of \$1,239,522.91 as at June 30, 1926.

These figures show the actual cost to the Board to construct or purchase and do not include the value of lands upon which the structures are situated with the exception of the lands at Islais Creek and India Basin.

The appraised value of seawall lots is \$5,052,743.50 and the fifty acres in China Basin and Central Basin are appraised at \$1,900,000, which amounts do not appear in the inventory.

Account 2.—Exhibits in comparative form the Revenues earned and the Expenses incurred and reflects a revenue surplus from operations for the year ended June 30, 1926, of \$837,854, as compared with the year ended June 30, 1925, of \$720,324.95.

Tolls and Belt Railroad Revenues account for the greatest part of the increase in the revenue for the year ended June 30, 1926, over the previous year ended June 30, 1925, while the General and Operating Expense for the year ended June 30, 1926, showed a saving over the previous year ended June 30, 1925, of \$77,031.49.

Fixed Charges for the year ended June 30, 1926, were in excess of the year ended June 30, 1925, \$28,444.44 on account of more outstanding Third San Francisco Seawall Bonds.

Schedule No. 1. Of Account 2, shows in comparative form the Operating Revenue and Expense by particular location.

Schedule No. 2. Of Account 2, is an analysis of Revenue from Operation and details the various sources of revenue by particular location.

Schedule No. 3. Of Account 2, is an analysis of Expense of Operation, and details by location the operating expense and repairs.

Schedule No. 4. Of Account 2, is a comparative statement of Revenue and Expense of the Belt Railroad for the year ended June 30, 1926, as compared with the year ended June 30, 1925. It is of interest to note that the revenue derived from switching was increased by \$23,165.15 and Incidentals by \$2,844.02, showing a gain over the previous year of \$26,009.17. Although the Operating Expense for the same period was increased by \$21,230.14 against revenue received of \$26,009.17, the maintenance of Equipment, Roadways and Buildings constituted \$16,439.43 of the increase, thereby leaving a net operating cost of \$4,779.03.

The cost of maintaining and repairing Equipment, Roadways and Buildings increases each year with their age and it is therefore impossible to curtail the maintenance and repair expense.

Your attention is also invited to the fact that during the year ended June 30, 1926, there were 7375 more switches than the previous year ended June 30, 1925, and due to this fact the net revenue realized on each car per switch remained the same as the previous year—\$.6481 per car, although an increase of \$4,779.03 showed in the operating income.

Exhibit A.—Of this report is a detail of property acquired during the biennial period, showing an expenditure of \$2,225,116.94 for new property and equipment. Of this amount \$648,209.45 was expended from revenue earned, and \$1,576,907.49 was expended from the Third San Francisco Seawall Fund.

There is also submitted auxiliary statements as follows:

- 1.—Monthly income from Union Depot and Ferry Building as of July 1, 1926.
- 2.—Monthly and term incomes from leases of Seawall Lots which were executed prior to July 1, 1926.
- 3.—Contract work under way at date of last biennial report and since completed.
- 4.—Work contracted for and completed within biennial period—July 1, 1924, to June 30, 1926.
- 5.—Work contracted for and not completed within biennial period—July 1, 1924, to June 30, 1926.

BOARD OF STATE HARBOR

Comparative Statement of Financial Status

REVENUE

	June 30, 1926		June 30, 1925	
OPERATING ASSETS.				
Cash.....		\$258,159 37		\$223,641 29
With Anglo and London-Paris National Bank.....	\$248,159 37		\$220,641 29	
Office Revolving Fund.....	10,000 00		3,000 00	
San Francisco Harbor Improvement Fund.....		1,787,791 34		1,284,553 10
Accounts receivable.....		223,164 76		184,920 17
Accounts receivable.....	\$240,958 90		\$202,714 31	
Less reserve for doubtful accounts.....	17,794 14		17,794 14	
Fort Mason Tunnel Account.....		175,650 31		182,108 33
Inventories.....		162,293 94		136,724 81
Material and supplies.....	\$155,760 67		\$133,119 49	
Work in process.....	6,533 27		3,605 32	
Deferred charges.....				30,394 90
Prepaid fire insurance.....		28,960 01	\$28,394 90	
Prepaid compensation insurance.....		2,000 00	2,000 00	
Miscellaneous G. and O. expense.....		20,952 65		
Totals.....		\$2,658,972 38		\$2,042,342 60

CURRENT BOND

Bond issue funds.....		\$723,620 63		\$1,776,554 91
Third San Francisco Seawall Fund.....	\$723,169 35		\$1,776,103 63	
India Basin Fund.....	451 28		451 28	
Sinking funds.....		297,060 00		297,060 00
For bond interest maturities—				
Second San Francisco Seawall Sinking Fund.....	\$180,000 00		\$180,000 00	
Third San Francisco Seawall Sinking Fund.....	100,000 00		100,000 00	
India Basin Fund.....	17,060 00		17,060 00	
Totals.....		\$1,020,680 63		\$2,073,614 91

PROPERTY

Property and equipment.....		\$27,233,346 33		\$25,993,823 42
Balance beginning of fiscal year.....	\$25,993,823 42		\$25,047,646 43	
Property acquisitions, current year.....	1,239,522 91		946,176 99	
From revenue accounts.....	\$102,960 56		\$545,248 89	
From bond funds.....	1,159,343 24		417,564 25	
Less current year losses.....	\$1,262,303 80		\$962,813 14	
	22,780 89		16,636 15	
Totals.....		\$27,233,346 33		\$25,993,823 42

TRUST

Trust cash.....		\$4,623 25		\$4,776 25
Guarantee deposits.....	\$4,623 25		\$4,776 25	
Totals.....		\$4,623 25		\$4,776 25

COMMISSIONERS.

ACCOUNT 1.

as of June 30, 1926, and June 30, 1925.

ACCOUNTS

	June 30, 1926		June 30, 1925	
OPERATING LIABILITIES.				
Accounts payable.....		\$181 349 08		\$170,766 45
San Francisco Harbor Improvement Fund.....	\$181,349 08		\$170,766 45	
Deferred credits to revenue.....		16,704 08		55,698 24
Unearned prepaid rentals.....	\$16,704 08		\$55,698 24	
Reserve for fire losses.....		44,489 03		
Revenue surplus.....		2,416,430 19		1,815,877 91
Balance beginning of fiscal period.....	\$1,815,877 91		\$1,639,302 97	
Adjustment of prior year revenue.....	134,341 16		1,498 88	
	\$1,681,536 75		\$1,640,801 85	
Current revenue surplus, Account 2.....	837,854 00		720,324 95	
	\$2,519,390 75		\$2,361,126 80	
Less amount expended for property and equipment.....	102,960 56		545,248 89	
Totals.....		\$2,658,972 38		\$2,042,342 60

FUNDS

Accounts payable.....		\$186,060 14		\$79,651 18
Third San Francisco Seawall Fund.....	\$186,060 14		\$79,651 18	
Sinking fund liabilities.....		297,060 00		297,060 00
Matured bond interest.....	\$297,060 00		\$297,060 00	
Current bond fund surplus.....		537,560 49		1,696,903 73
Balance beginning fiscal year.....	\$1,696,903 73		\$114,467 98	
Bonds sold during period (Third San Francisco Seawall Bonds).....			2,000,000 00	
	\$1,696,903 73		\$2,114,467 98	
Less amount expended for property.....	1,159,343 24		417,564 25	
Totals.....		\$1,020,680 63		\$2,073,614 91

ACCOUNTS

Bonded indebtedness.....		\$14,853,000 00		\$14,853,000 00
Second San Francisco Seawall Bonds issued.....	\$9,000,000 00		\$9,000,000 00	
Third San Francisco Seawall Bonds issued.....	5,000,000 00		5,000,000 00	
Authorized.....	\$10,000,000 00			
Less unissued.....	5,000,000 00			
India Basin Bonds issued.....	853,000 00		853,000 00	
Authorized.....	\$1,000,000 00			
Less unissued.....	147,000 00			
Reserve for depreciation of property.....		2,100,000 00		1,800,000 00
Property surplus.....		10,280,346 33		9,340,823 42
Totals.....		\$27,233,346 33		\$25,993,823 42

ACCOUNTS

Trust liabilities.....		\$4,623 25		\$4,776 25
Special deposits.....	\$4,623 25		\$4,776 25	
Totals.....		\$4,623 25		\$4,776 25

FORT MASON TUNNEL ACCOUNT—ACCOUNT 1. SCHEDULE 1.

Analysis of account showing liquidation to June 30, 1926, of the cost of that section of the Fort Mason Tunnel within the confines of the Fort Mason Military Reservation, in accordance with the agreement between the Board of State Harbor Commissioners and the United States Government.

EXCERPTS FROM AGREEMENT REFERRED TO:

SECTION 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10.00 per car."

SEC. 5. "All tunnel charges shall be applied toward paying the cost of the work * * * including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable it shall be governed by additional regulations of the Secretary of War."

	Cost	Interest charges	Tunnel toll credits	Balance
Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance, October 22, 1914.....	\$273,149 38			
June 30, 1915.....		\$9,446 42	\$8,500 00	\$274,095 80
June 30, 1916.....		13,704 79	18,155 00	269,645 59
June 30, 1917.....		13,482 28	14,705 00	268,422 87
June 30, 1918.....		13,421 14	33,970 00	247,874 01
June 30, 1919.....		12,393 70	40,340 00	219,927 71
June 30, 1920.....		10,996 39	23,020 00	207,904 10
June 30, 1921.....		10,395 20	28,304 00	189,995 30
June 30, 1922.....		9,499 77	13,000 00	186,495 07
June 30, 1923.....		9,324 75	10,010 00	185,809 82
June 30, 1924.....		9,290 49	9,470 00	185,360 31
June 30, 1925.....		9,268 02	12,520 00	182,108 33
*June 30, 1926.....		4,461 98	10,920 00	175,650 31
Totals.....	\$273,149 38	\$125,684 93	\$223,184 00	\$178,650 31

*NOTE.—Interest for period July 1, 1925, to June 30, 1926, shows \$4,461.98 whereas the actual amount for the above period is \$8,785.26, but account of charging interest on yearly balance in advance instead of on reducing monthly balance, adjustment of \$4,323.28 was allowed for period from November 1, 1914, to June 30, 1925.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1. SCHEDULE 2.

Analysis of property and equipment as of June 30, 1926, and June 30, 1925, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance, June 30, 1926	Balance, June 30, 1925
Real estate:		
El Embarcadero, foot of Harrison street.....	\$25,000 00	\$25,000 00
India Basin.....	852,548 72	852,548 72
Total real estate.....	\$877,548 72	\$877,548 72
Seawall lots:		
Seawall Lot C—cost of filling.....	\$7,732 93	\$7,732 93
Seawall Lot 21—cost of filling.....	891 22	891 22
Islais inner.....	591 99	591 99
Total Seawall lots.....	\$9,216 14	\$9,216 14
Piers and wharves:		
Fishermen's wharves.....	\$160,877 45	\$146,883 86
Pier No. 45.....	4,825 75	
Pier No. 43.....	107,048 49	107,111 18
Pier No. 41.....	406,067 76	403,885 69
Pier No. 39.....	559,897 96	567,510 11
Pier No. 37.....	400,706 64	400,706 64
Pier No. 35.....	640,044 25	640,174 76
Pier No. 33.....	586,728 63	586,728 63
Pier No. 31.....	610,599 52	610,599 52
Pier No. 29.....	543,311 41	543,311 41
Pier No. 27.....	266,198 28	268,604 42
Pier No. 25.....	339,356 74	338,363 37
Pier No. 23.....	134,126 14	132,890 94
Pier No. 21.....	220,780 23	220,780 23
Pier No. 19.....	121,523 60	121,534 30
Pier No. 17.....	308,558 46	308,558 46
Pier No. 15.....	170,212 76	168,145 77
Pier No. 11.....	216,111 52	216,111 52
Pier No. 9.....	87,801 11	87,902 39
Pier No. 7.....	195,075 92	195,075 92
Pier No. 5.....	200,257 83	200,205 96
Pier No. 3.....	493,869 06	491,562 04
Pier No. 1.....	13,266 50	13,266 50
Pier No. 14.....	78,538 97	78,538 97
Pier No. 16.....	244,834 36	244,834 36
Pier No. 18.....	250,888 71	249,879 25
Pier No. 20.....	181,755 06	182,015 45
Pier No. 22.....	268,335 08	268,362 86
Pier No. 24.....	226,631 64	226,631 64
Pier No. 26.....	665,237 15	665,237 15
Pier No. 28.....	454,340 77	454,340 77
Pier Nos. 30 and 32.....	1,274,491 95	1,276,024 40
Pier No. 34.....	223,531 69	228,318 82
Pier No. 36.....	417,370 70	416,323 37
Pier No. 38.....	363,311 67	363,311 67
Pier No. 40.....	537,549 27	415,644 21
Pier No. 42.....	364,548 78	364,548 78
Pier No. 44.....	322,409 97	322,409 97
Pier No. 46.....	340,275 88	340,275 88
Second Street Wharf.....	6,997 00	6,997 00
Berry Street Wharf.....	45,934 72	45,934 72
Channel Street Wharf.....	43,933 42	41,026 37
China Basin Wharves.....	38,871 75	38,871 75
Pier No. 48.....	24,813 17	
Pier No. 50.....	800,089 23	144,684 26
Pier No. 54.....	289,143 87	289,222 00
Sixteenth Street Wharf.....	95,511 28	95,511 28
Central Basin Wharves.....	102,511 00	102,511 00
Islais Street Wharf.....	360,250 25	348,697 54
Bulkhead Wharf, Seawall Section "D".....	16,650 40	16,650 40
Bulkhead Wharf, Seawall Section "C".....	14,267 29	14,267 29
Bulkhead Wharf, Seawall Section "A".....	4,200 00	4,200 00

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1. SCHEDULE 2—Continued.

Analysis of property and equipment as of June 30, 1926, and June 30, 1925, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance, June 30, 1926	Balance, June 30, 1925
Piers and wharves—Continued.		
Bulkhead Wharf, Seawall Section 2.....		
Bulkhead Wharf, Seawall Section 3.....		
Bulkhead Wharf, Seawall Section 4.....	\$32,064 00	\$32,064 00
Bulkhead Wharf, Seawall Section 5.....	2,160 00	2,160 00
Bulkhead Wharf, Seawall Section 6.....		
Bulkhead Wharf, Seawall Section 7.....	36,000 00	36,000 00
Bulkhead Wharf, Seawall Section 8.....	18,139 80	18,139 80
Bulkhead Wharf, Seawall Sections 11 and 11-A.....	80,743 00	80,743 00
Bulkhead Wharf, Seawall Section 12.....	103,130 04	103,130 04
Bulkhead Wharf, Seawall Section 13.....	5,512 69	5,512 69
Passenger Ferry slips—Union Depot.....	923,054 34	923,054 34
Car Ferry slips—Powell Street.....	283,069 60	283,069 60
Car Ferry slips—China Basin.....	145,100 44	145,100 44
Total piers and wharves.....	\$16,473,444 95	\$15,644,159 29
Buildings—		
Barge office, Seawall Section B.....	\$18,714 20	\$18,714 20
Miscellaneous, Fisherman's Wharf.....	8,493 15	10,013 52
Booth Market, Fisherman's Wharf.....	28,540 79	28,540 79
Free Market, Fisherman's Wharf.....	1,223 41	1,292 42
Borzone Market, Fisherman's Wharf.....	24,469 75	24,469 75
Boat Builder's Shop, Fisherman's Wharf.....	11,416 02	11,416 02
Wharfinger's Office, Seawall Section 1.....	150 00	150 00
Miscellaneous Sheds, Seawall Section 4.....	3,147 00	3,147 00
Miscellaneous Buildings, Seawall Sections 5 and 6.....	1,213 81	1,213 81
Union Depot (includes Ferry Building Extension, American Express Building, etc.).....	1,226,491 47	1,231,941 61
Concrete Office Buildings, Seawall Section 7.....	20,433 59	20,433 59
Post Office Building, Seawall Section 8.....	200,879 49	200,879 49
Southern Pacific Creek Route Ticket Office.....		3,032 78
Miscellaneous, Seawall Section 8.....	540 19	540 19
Wells-Fargo Building, Seawall Section 9-A.....	96,783 24	96,783 24
Launch Offices, Seawall Section 9-A.....	16,876 73	16,876 73
U. S. Naval Training Station Building, Pier No. 14.....	7,707 34	7,707 34
Fire House, Seawall Section No. 9-B.....	14,113 47	14,113 47
Miscellaneous, Seawall Section No. 9-B.....	4,514 59	4,514 59
Miscellaneous, Central Basin.....	250 00	250 00
Miscellaneous, Seawall Lot No. 4.....		199 74
Office Building and Platform, Seawall Lot No. 5.....	4,341 87	4,341 87
Shed and Platform, Seawall Lot No. 11.....	2,926 30	2,926 30
Shed and Platform, Seawall Lot No. 12.....	10,295 64	10,295 64
Market Building, Seawall Lot No. 16.....	5,476 00	5,476 00
Miscellaneous, Seawall Lot No. 17.....	6,486 96	699 71
Bunkers Foundation, Seawall Lot No. 25.....	2,473 49	2,473 49
Total buildings.....	\$1,717,958 50	\$1,722,443 29
Sewers and pavements—		
Sewers.....	\$8,035 47	\$8,035 47
Pavements on El Embarcadero and adjacent thereto.....	793,842 84	742,741 15
Pavements on streets adjoining Seawall Lots.....	141,060 16	141,060 16
Total sewers and pavements.....	\$942,938 47	\$891,836 78
Seawalls—		
Section E.....		\$251 00
Section D.....		384 43
Section B.....	\$114,601 18	114,601 18
Section A.....	85,614 53	85,614 53
Section 1.....	165,631 40	165,631 40
Section 2.....	167,504 09	167,504 09
Section 3.....	235,049 51	235,049 15
Section 4.....	240,872 01	240,872 01

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1. SCHEDULE 2—Continued.

Analysis of property and equipment as of June 30, 1926, and June 30, 1925, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance, June 30, 1926	Balance, June 30, 1925
Seawalls—Continued.		
Section 5.....	\$169,893 57	\$169,893 57
Section 6.....	126,779 73	126,779 73
Section 7.....	109,327 99	109,327 99
Section 8.....	80,000 00	80,000 00
Section 8-B.....	111,629 12	111,629 12
Section 8-A.....	86,008 09	86,008 09
Section 9-A.....	383,666 03	383,666 03
Section 9-B.....	317,615 63	317,615 63
Section 9.....	278,462 29	278,462 29
Section 10.....	116,414 75	116,414 75
Sections 11 and 11-A.....	85,999 85	85,999 85
Section 12.....	97,249 95	97,249 95
Section 13.....	140,238 71	140,238 71
China Basin.....		1,383 60
Islais Creek Channel and Land Reclamation.....	195,687 56	15,438 90
Rock Breakwater, Fisherman's Wharf.....	110,329 03	110,329 03
Total seawalls.....	\$3,418,575 02	\$3,240,345 44
General:		
Subway—El Embarcadero.....	\$169,225 80	\$321,085 17
Belt Railroad—roundhouse, shops, offices, main line, tracks, yards, spurs, tunnels, etc.	923,962 65	919,953 03
Street lighting.....	125,755 19	123,011 47
Foot bridge viaduct to Market Street.....	48,250 10	48,250 10
Miscellaneous (landing floats, pile boom, etc.).....	32,155 07	29,872 05
Berry Street and China Basin Terminal and Warehouse.....	1,550,796 21	1,246,934 58
Islais Creek Grain Terminal.....	231,357 31	227,189 70
Total general.....	\$3,081,502 33	\$2,916,296 10
Equipment:		
Ferry Building.....	\$29,754 47	\$26,712 18
Executive offices.....	18,435 10	17,619 31
Engineering Department.....	10,575 73	9,943 80
Purchasing Department.....	1,436 29	1,152 19
Electrical Department.....	35,753 73	28,087 91
Maintenance and Repair Department.....	149,777 58	138,115 81
Piers and wharves.....	1,612 57	1,604 97
Tugs and dredges.....	125,564 10	125,834 45
Belt Railroad.....	215,963 06	223,581 44
Automobiles.....	40,112 49	37,372 35
Fire equipment.....	77,635 44	72,991 58
Cargo handling.....	5,541 64	8,961 67
Total equipment.....	\$712,162 20	\$691,977 66
Total property and equipment.....	\$27,233,346 33	\$25,993,823 42

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2.

Comparative statement of revenue and expense for the fiscal years ended June 30, 1926, and June 30, 1925.

	Fiscal year ended June 30, 1926.			Fiscal year ended June 30, 1925.		
		\$2,815,652 45			\$2,776,344 53	
Operating revenue.....	\$1,208,763 37			\$1,207,668 88		
Rentals.....	220,559 43			222,257 05		
Dockage.....	895,084 51			888,684 92		
Tolls.....	18,205 42			18,624 61		
Wharf storage.....	29,941 46			21,964 17		
Wharf demurrage.....	488 19			634 00		
Rent portable equipment.....	442,520 07			416,510 90		
Belt Railroad.....		1,386,257 20			1,488,908 25	
Operating expense.....	\$684,404 07			\$761,435 56		
General and operating expense.....	701,853 13			727,472 69		
Repairs and maintenance.....			\$1,429,365 25			\$1,387,436 28
Net operating revenue.....		\$40,214 27			\$37,925 36	
Miscellaneous receipts and adjustments.....	\$6,589 04			\$6,071 44		
Interest on bank balances.....	8,704 02			9,268 02		
Interest on Fort Mason Tunnel Account.....	5,624 69			5,252 13		
Cash discount earned.....	8,015 91			7,199 34		
Sales of materials, damage charges, etc.....	1,461 53					
Adjustment of materials and supplies inventory.....	9,819 08			9,303 48		
Power service and current revenue.....				830 95		
Accounts receivable, fire losses adjustable.....						
Miscellaneous expenditures and adjustments.....	\$21,160 75	\$37,635 52		\$24,415 37	\$39,361 13	
Industrial accident compensation.....	16,474 77			13,722 41		
Fire insurance expense.....				1,223 35		
Adjustments of materials and supplies inventory.....						
Net miscellaneous revenue.....			2,578 75			*1,435 77
Total net revenue.....			\$1,431,974 00			\$1,286,000 51
Fixed charges—Accrued interest on bonds.....			594,120 00			565,675 56
Second San Francisco Seawall Bonds.....						
Third San Francisco Seawall Bonds.....						
Interest accrued on Third San Francisco Seawall Bonds.....		\$360,000 00			\$360,000 00	
Less interest accrued on Third San Francisco Seawall Bonds unissued.....		200,000 00			171,555 56	
India Basin Bonds.....		34,120 00			34,120 00	
Current revenue surplus.....			\$837,854 00			\$720,324 95

*Decrease.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 1.

Comparative statement of operating revenue and expenses for the fiscal years ended June 30, 1926, and June 30, 1925.

	June 30, 1926		June 30, 1925	
	Revenue	Expense	Revenue	Expense
Sections B, C and D of the Seawall.....	\$32,353 80	\$2 01	\$30,471 05	\$55 15
Fisherman's Wharf.....	22,304 32	9,442 85	19,235 20	15,312 32
Car ferry slips, Powell Street.....	30,973 29	1,810 40	41,039 93	33,002 28
Pier No. 43.....	12,818 66	18,780 65	13,596 50	29,501 74
Pier No. 41.....	44,657 86	16,768 59	48,526 63	53,230 29
Pier No. 39.....	40,332 66	9,756 06	44,892 45	14,160 08
Pier No. 37.....	50,621 89	41,002 04	54,184 71	15,130 75
Pier No. 35.....	40,019 99	22,155 63	46,300 99	5,337 80
Pier No. 33.....	31,602 54	8,507 38	30,097 35	5,865 94
Pier No. 31.....	36,023 19	1,879 27	29,275 30	3,376 04
Pier No. 29.....	43,939 22	3,220 38	50,653 77	13,904 71
Pier No. 27.....	7,719 45	10,790 30	7,906 44	8,144 71
Pier No. 25.....	33,444 88	14,213 10	32,095 87	18,382 58
Pier No. 23.....	8,877 28	18,463 58	9,934 12	12,948 58
Pier No. 21.....	23,851 95	7,112 15	24,130 74	3,505 50
Pier No. 19.....	13,762 79	8,030 89	12,447 50	27,507 38
Pier No. 17.....	31,788 66	2,531 15	32,333 85	7,303 35
Pier No. 15.....	8,924 84	1,114 80	17,344 76	126 88
Pier No. 11.....	28,178 97	6,503 79	29,772 84	2,169 11
Pier No. 9.....	29,517 11	5,742 52	28,636 42	6,583 24
Pier No. 7.....	29,725 11	6,410 81	32,185 35	4,206 32
Pier No. 5.....	25,862 57	4,917 26	25,315 40	2,583 70
Pier No. 3.....	36,370 48	9,373 37	36,281 82	11,304 14
Pier No. 1.....	16,172 39	1,485 18	19,718 40	5,604 19
Pier No. 14.....	49,234 65	9,199 93	49,406 71	9,441 17
Pier No. 16.....	36,454 49	3,348 16	35,956 36	4,649 17
Pier No. 18.....	36,090 79	18,230 32	34,805 83	5,374 96
Pier No. 20.....	23,385 50	7,574 17	20,333 08	5,873 28
Pier No. 22.....	36,489 16	2,693 00	28,819 36	3,499 33
Pier No. 24.....	39,098 40	10,825 57	36,557 68	18,118 11
Pier No. 26.....	43,007 19	3,362 24	37,616 53	11,611 79
Pier No. 28.....	36,863 13	15,751 50	31,213 42	786 98
Pier No. 30.....	69,015 76	11,771 77	63,039 70	2,016 05
Pier No. 32.....	56,161 08	11,202 26	49,709 09	10,863 62
Pier No. 34.....	24,883 05	7,525 75	26,176 21	1,122 83
Pier No. 36 and car ferry slip.....	34,863 52	8,533 08	32,380 85	2,053 34
Pier No. 38.....	27,618 32	5,667 16	26,144 80	5,433 57
Pier No. 40.....	36,207 44	4,980 47	33,715 28	3,427 27
Pier No. 42.....	45,415 71	7,921 81	35,581 71	2,203 66
Pier No. 44.....	50,389 05	8,780 09	48,331 04	5,040 08
Pier No. 46.....	47,028 75	12,513 65	64,188 29	3,769 84
China Basin Terminal.....	12,883 65	272 08	10,975 91	122 50
Channel Street wharves.....	20,077 42	15,360 64	18,960 29	20,147 05
China Basin wharves and ferry slip.....	60,139 74	6,702 44	55,068 49	10,540 80
Pier No. 54.....	42,599 94	1,196 54	52,408 18	198 92
Central Basin wharves and ferry slip.....	127,037 01	9,826 59	133,345 39	13,412 61
Tulare Street wharf.....	9,377 55	.....	10,036 55	.....
Islais Street wharf—outer.....	48,361 92	1,180 31	30,410 53	6,294 83
Islais Street wharf—inner.....	12,451 36	537 66	12,254 04	1,817 93
Ferry Building (Union Depot) and ferry slips.....	444,846 51	168,915 92	452,401 65	197,050 34
Seawall lots and lands.....	204,286 55	5,474 30	194,752 81	3,262 34
El Embarcadero loop.....	15,000 00	.....	15,000 00	.....
Miscellaneous rents.....	3,532 65	.....	3,232 46	.....
Streets.....	.....	44,939 12	.....	59,840 22
Fog bells and underground signals.....	.....	5,506 41	.....	5,975 90
Belt Railroad.....	442,520 07	340,958 56	416,510 90	314,674 38
Tugs and dredgers.....	.....	153,707 16	.....	122,589 82
Wharfingers.....	.....	46,956 05	.....	44,496 09
Administrative expense.....	.....	81,092 80	.....	160,560 13
Police and fire protection.....	.....	78,459 46	.....	92,208 44
Portable equipment.....	488 19	.....	634 00	20 25
Islais Creek Vegetable Oil Plant.....	.....	806 00	.....	.....
Landing floats and pile drivers.....	.....	5,606 33	.....	1,575 10
General expense.....	.....	38,863 74	.....	39,588 77
Total operating revenue and expense.....	\$2,815,652 45	\$1,386,257 20	\$2,776,344 53	\$1,488,908 25

BOARD OF STATE HARBOR COMMISSIONERS

Analysis of revenue from operations for the fiscal years

	Totals		Rentals	
	1926	1925	1926	1925
Sections B, C and D of the Seawall.....	\$32,353 80	\$30,471 05	\$19,952 40	\$18,012 40
Fisherman's Wharf.....	22,304 32	19,235 20	11,869 12	11,181 80
Car ferry slips, Powell Street.....	30,973 29	41,039 93	570 00	570 00
Pier No. 43.....	12,818 66	13,596 50	3,990 00	3,990 00
Pier No. 41.....	44,657 86	48,526 63	5,638 20	5,215 20
Pier No. 39.....	40,332 66	44,892 45	9,743 33	9,689 88
Pier No. 37.....	50,621 89	54,184 71	16,251 36	16,251 36
Pier No. 35.....	40,019 99	46,300 99	14,059 80	14,059 80
Pier No. 33.....	31,602 54	30,097 35	9,877 92	9,877 92
Pier No. 31.....	36,023 19	29,275 30	9,753 36	8,997 36
Pier No. 29.....	43,939 22	50,653 77	17,514 72	17,514 72
Pier No. 27.....	7,719 45	7,906 44	1,790 00	1,710 00
Pier No. 25.....	33,444 88	32,095 87	7,850 04	7,850 04
Pier No. 23.....	8,877 28	9,934 12	3,125 36	3,057 76
Pier No. 21.....	23,851 95	24,130 74	6,763 92	6,763 92
Pier No. 19.....	13,762 79	12,447 50	6,963 58	6,597 12
Pier No. 17.....	31,788 66	32,333 85	13,984 42	13,130 52
Pier No. 15.....	8,924 84	17,344 76	6,756 15	14,978 16
Pier No. 11.....	28,178 97	29,772 84	7,536 36	7,536 36
Pier No. 9.....	29,517 11	28,636 42	13,012 44	13,012 44
Pier No. 7.....	29,725 11	32,185 35	13,454 76	16,392 01
Pier No. 5.....	25,862 57	25,315 40	14,032 32	13,998 36
Pier No. 3.....	36,370 48	36,281 82	21,082 94	21,280 44
Pier No. 1.....	16,172 39	19,718 40	4,775 04	5,050 04
Pier No. 14.....	49,234 65	49,406 71	47,152 20	47,152 20
Pier No. 16.....	36,454 49	35,956 36	18,160 44	18,160 44
Pier No. 18.....	36,090 79	34,805 83	17,082 84	17,082 84
Pier No. 20.....	23,385 50	20,333 08	11,633 40	11,633 40
Pier No. 22.....	36,489 16	28,819 36	7,045 68	7,045 68
Pier No. 24.....	39,098 40	36,557 68	15,666 76	15,801 76
Pier No. 26.....	43,007 19	37,616 53	15,321 40	13,631 56
Pier No. 28.....	36,863 13	31,213 42	9,081 36	9,081 36
Pier No. 30.....	69,015 76	63,039 70	15,013 20	15,013 20
Pier No. 32.....	56,161 08	49,709 09	13,146 72	13,146 29
Pier No. 34.....	24,883 05	26,176 21	7,493 16	7,493 16
Pier No. 36.....	34,863 52	32,380 85	4,727 52	4,727 52
Pier No. 38.....	27,618 32	26,144 80	7,366 80	8,619 28
Pier No. 40.....	36,207 44	33,715 28	16,980 20	14,772 00
Pier No. 42.....	45,415 71	35,581 71	8,826 84	8,826 84
Pier No. 44.....	50,389 05	48,331 04	12,010 08	12,010 08
Pier No. 46.....	47,028 75	64,188 29	12,930 60	12,930 60
China Basin Terminal.....	12,883 65	10,975 91	2,977 20	2,977 20
Channel Street wharf.....	20,077 42	18,960 29	3,595 00	1,350 00
China Basin wharves and car ferry slip.....	60,139 74	55,068 49	13,415 40	11,540 40
Pier No. 54.....	42,599 94	52,408 18	17,533 32	17,533 32
Central Basin wharves and car ferry slip.....	127,037 01	133,345 39	47,509 56	47,509 50
Tulare Street.....	9,377 55	10,036 55	240 00	240 00
Islais Street Outer Wharf.....	48,361 92	30,410 53	224 68	-----
Islais Street Inner Wharf.....	12,451 36	12,254 04	-----	-----
Ferry Building (Union Depot) and ferry slips.....	444,846 51	452,401 65	420,462 37	429,686 94
Seawall lots and lands.....	204,286 55	194,752 81	204,286 55	194,752 81
El Embarcadero loop.....	15,000 00	15,000 00	15,000 00	15,000 00
Miscellaneous rents.....	3,532 65	3,232 46	3,532 65	3,232 46
Portable equipment.....	488 19	634 00	-----	-----
Belt Railroad.....	442,520 07	416,510 90	-----	-----
Total revenue from operation.....	\$2,815,652 45	\$2,776,344 53	\$1,208,763 37	\$1,207,668 88

—ACCOUNT 2. SCHEDULE 2.

ended June 30, 1926, and June 30, 1925.

Dockage		Tolls		Wharf demurrage and wharf storage		Miscellaneous	
1926	1925	1926	1925	1926	1925	1926	1925
\$2,692 75	\$2,443 80	\$9,708 65	\$9,571 68		\$443 17		
10,435 20	8,053 40						
2,472 55	2,598 15	30,403 29	40,469 93				
10,933 80	10,755 10	6,295 66	6,442 50	\$60 45	565 85		
5,115 50	6,216 85	27,214 74	30,975 53	871 12	1,580 80		
6,053 30	8,164 85	24,670 93	27,775 55	802 90	1,210 17		
2,274 05	3,240 20	27,323 47	28,757 15	993 76	1,011 35		
3,139 00	3,787 75	23,393 49	28,262 13	292 65	738 86		
1,433 05	975 65	18,313 03	15,933 88	272 59	497 80		
1,477 05	1,706 10	24,798 50	18,866 79	38 28	435 50		
1,348 90	1,277 50	23,888 60	30,634 52	1,058 85	798 43		
2,899 40	2,490 60	3,398 05	3,465 99	1,182 50	1,452 95		
2,807 30	3,157 75	22,281 72	21,607 13	413 72	148 10		
4,017 55	4,034 15	2,421 94	3,339 41	522 78	379 20		
4,301 80	3,698 65	12,867 46	13,139 80	203 02	192 87		
6,071 25	5,453 20	2,481 36	2,044 83	16 05	106 90		
1,919 90	1,541 15	11,277 55	12,710 41	455 44	1,039 72		
3,043 20	3,222 50	248 79	825 45				
9,474 90	9,043 45	17,055 75	18,143 54	543 66	870 44		
5,858 15	6,225 20	7,018 02	6,572 28	11 75	8 25		
6,768 75	6,332 10	10,061 90	9,418 44	350 30	149 70		
6,912 75	6,950 55	5,023 75	4,933 24	37 75	51 70		
8,711 75	7,473 55	8,300 04	7,946 83	74 75	104 00		
1,808 00	2,104 45	2,685 60	7,194 81				
6,219 95	5,718 75	138 45	150 06	136 00			
5,473 40	5,399 55	10,628 35	11,155 67	1,445 75	921 50		
3,897 25	2,317 30	10,832 80	10,456 69	2,701 75	1,866 75		
2,436 20	2,318 85	7,281 60	6,212 13	573 25	170 25		
9,261 20	7,892 65	26,451 68	19,160 57	555 60	294 26		
5,642 90	4,179 15	13,469 64	12,211 57	700 80	651 70		
1,450 60	1,026 10	21,282 23	19,491 64	760 66	314 18		
3,230 55	4,777 10	26,250 42	20,976 69	80 75	129 27		
3,823 30	3,398 70	50,762 51	43,160 93	9 50	88 47		
1,783 65	2,631 65	37,714 18	31,707 17	1,476 88	1,456 50		
4,716 15	4,784 75	14,491 65	15,546 99	1,114 59	504 41		
1,904 85	4,561 80	25,040 57	22,833 33	379 28	35 25		
5,955 35	5,801 70	17,886 09	12,833 57	460 58	130 15		
1,640 48	3,785 60	12,440 46	12,763 58	831 43	378 00		
3,763 80	4,012 55	33,671 87	22,702 49	1,276 52	266 78		
4,773 55	3,259 15	33,922 62	32,089 76	692 55	218 65		
2,270 30	1,896 05	28,949 88	47,743 03	374 72	255 51		
4,541 85	5,252 55	7,492 82	6,088 91	143 33	13 75		
5,600 45	6,401 85	11,314 66	12,276 39	625 91	81 35		
5,239 10	6,098 80	39,886 84	35,662 74	1,237 05	1,463 50		
11,341 50	13,003 35	19,364 82	25,387 22	462 70	3,388 84		
5,036 75	5,072 65	67,600 05	71,585 73	585 90	1,246 81		
4,853 40	3,588 70	4,100 80	4,723 90				
3,733 05	4,181 10	20,108 38	12,450 54	23,175 46	14,421 29		
		8,484 71	7,567 09	233 60	505 85		
		24,384 14	22,714 71				

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 3.

Analysis of expense of operation for fiscal years ending June 30, 1926, and June 30, 1925.

	Totals		General and operating expenses		Repairs and maintenance	
	June 30, 1926	June 30, 1925	June 30, 1926	June 30, 1925	June 30, 1926	June 30, 1925
Sections B, C and D of the Seawall						
Fisherman's Wharf	\$2 01	\$55 15	\$2 01	\$49 95		\$5 20
Car ferry slips, Powell Street (Pier 45)	9,442 85	15,312 32	1,558 34	1,367 16	7,884 51	13,945 16
Pier No. 43	1,810 40	33,002 28	542 27	230 62	1,268 13	32,771 66
Pier No. 41	18,780 65	29,501 74	934 01	188 80	17,846 64	29,312 94
Pier No. 39	16,768 59	53,230 29	765 42	595 33	16,003 17	52,690 96
Pier No. 37	9,756 06	14,160 08	326 77	259 52	9,429 29	13,900 56
Pier No. 35	41,002 04	15,130 75	615 19	744 10	40,386 85	14,386 65
Pier No. 33	22,153 63	5,337 80	405 71	406 56	21,749 92	4,931 24
Pier No. 31	8,507 38	5,865 94	206 80	338 23	8,300 58	5,527 71
Pier No. 29	1,879 27	3,376 04	271 10	339 94	1,608 17	3,036 10
Pier No. 27	3,220 38	13,904 71	304 45	380 12	2,915 93	13,524 59
Pier No. 25	10,700 30	8,144 71	299 46	280 89	10,400 84	7,863 82
Pier No. 23	14,213 10	18,382 58	495 28	443 75	13,717 82	17,938 83
Pier No. 21	18,463 58	12,948 58	315 19	250 17	18,148 39	12,698 41
Pier No. 19	7,112 15	3,505 50	242 36	230 70	6,869 79	3,274 80
Pier No. 17	8,030 89	27,507 38	229 84	438 09	7,801 05	27,079 29
Pier No. 15	2,531 15	7,303 35	350 06	352 33	2,181 09	6,951 02
Pier No. 13	1,114 80	126 88	181 17	18 59	983 63	108 29
Pier No. 11	6,503 79	2,169 11	191 38	205 81	6,312 41	1,963 30
Pier No. 9	5,742 52	6,583 24	274 89	298 15	5,467 63	6,285 09
Pier No. 7	6,410 81	4,206 32	492 70	394 94	5,928 11	3,811 38
Pier No. 5	4,917 26	2,583 70	183 93	349 82	4,733 33	2,233 88
Pier No. 3	9,373 37	11,304 14	1,179 32	445 63	8,194 05	10,855 51
Pier No. 1	1,485 18	5,604 19	57 83	67 24	1,427 35	5,536 95
Pier No. 14	9,190 93	9,441 17	648 76	323 30	8,551 17	9,117 87
Pier No. 16	3,348 16	4,649 17	240 37	299 31	3,107 79	4,349 86
Pier No. 18	18,230 32	5,374 96	973 03	363 44	17,257 29	5,011 52
Pier No. 20	7,574 17	5,873 28	236 83	197 79	7,337 34	5,675 49
Pier No. 22	2,693 00	3,499 32	164 17	175 24	2,528 83	3,324 09
Pier No. 24	10,825 57	18,118 11	424 49	462 99	10,401 08	17,655 12

Pier No. 26	3,362 24	11,611 79	426 34	332 56	2,935 90	11,279 23
Pier No. 28	15,751 50	786 98	227 03	210 55	15,524 47	576 43
Pier No. 30	11,771 77	2,016 05	210 64	220 82	11,561 13	1,795 23
Pier No. 32	11,202 26	10,863 62	288 03	368 06	10,914 23	10,495 56
Pier No. 34	7,525 75	1,122 83	257 29	246 16	7,268 46	876 67
Pier No. 36 and car ferry slips	8,533 08	2,053 34	4,485 46	733 93	4,047 62	1,319 41
Pier No. 38	5,667 16	5,433 57	214 33	473 61	5,452 83	4,959 96
Pier No. 40	4,980 47	3,427 27	318 42	270 62	4,692 05	3,156 65
Pier No. 42	7,921 81	2,203 66	291 81	219 08	7,630 00	1,984 58
Pier No. 44	8,780 09	5,040 08	606 28	604 44	8,173 81	4,435 64
Pier No. 46	12,513 65	3,769 84	638 48	713 58	11,860 17	3,056 26
Channel Street wharves	15,360 64	20,147 05	159 72	3,194 85	15,200 92	16,952 20
China Basin wharf and car ferry slips	6,702 44	10,540 80	10 64	68 58	6,691 80	10,472 22
Pier No. 54	1,196 54	198 92	1,191 50	198 92	5 04	-----
Central Basin wharves and car ferry slips	9,826 59	13,412 61	4 19	21 10	9,822 40	13,391 51
Islais Street wharf—outer	539 08	4,390 65	65 66	1 24	473 42	4,389 41
Islais Street wharf—inner	537 66	1,817 93	-----	-----	537 66	1,817 93
Ferry Building (Union Depot) and ferry slips	108,915 92	197,050 34	86,950 10	82,654 26	81,965 82	114,396 08
Seawall lots and land	5,474 30	3,262 34	-----	-----	5,474 30	3,262 34
Streets	44,930 12	59,840 22	20,257 66	20,495 23	24,681 46	39,344 90
Fog bells and underground systems	5,506 41	5,975 90	2,622 80	2,359 61	2,883 61	3,616 29
Belt Railroad	340,938 56	314,674 33	212,409 87	202,565 12	128,548 69	112,109 26
Tugs and dredgers	153,707 16	122,589 82	96,661 20	96,289 88	57,045 96	26,299 94
Wharfers	46,956 05	44,496 09	46,956 05	44,496 09	-----	-----
Office, administrative and legal	81,092 80	160,560 13	81,092 80	160,560 13	-----	-----
Police and fire protection	78,459 46	92,208 44	78,459 46	92,208 44	-----	-----
General	38,863 74	39,588 77	35,414 19	39,588 77	3,449 55	-----
Portable equipment	-----	20 25	-----	3 24	-----	-----
Landing floats and pile drivers	5,606 33	1,575 10	806 00	-----	5,606 33	1,575 10
Islais Creek and vegetable oil plant	806 00	-----	806 00	1,904 18	-----	-----
Islais Creek grain terminal	641 23	1,904 18	1 18	-----	640 05	-----
China Basin terminal	272 08	122 50	258 81	-----	13 27	122 50
Total expense of operations	\$1,386,257 20	\$1,488,908 25	\$884,404 07	\$761,435 56	\$701,853 13	\$727,472 66

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 4.

Comparative statement of revenue and expense of Belt Railroad for the fiscal years ended June 30, 1926, and June 30, 1925, as of July 31, 1926.

REVENUE.

	June 30, 1926			June 30, 1925		
	Revenue	Number of switches	Revenue per switch	Revenue	Number of switches	Revenue per switch
Switching:						
Local switches at \$3.50 each.....	\$411,243 00	117,498		\$390,201 00	111,486	
Local switches at \$1.40 each.....	7,380 60	5,271		5,555 20	3,968	
Passenger cars at \$5.00 each.....	1,770 00	354		1,355 00	271	
Empty cars at \$10.00 each.....	70 00	7		20 00	2	
Empty cars at \$5.00 each.....	20 00	4		25 00	5	
Empty cars at \$4.25 each.....	12 75	3		8 50	2	
Empty cars at \$3.00 each.....	351 00	117		765 00	255	
Empty cars at \$2.25 each.....	3,145 50	1,398		2,898 00	1,288	
Total switching revenue.....	\$423,992 85	124,652	\$3 4014	\$400,827 70	117,277	\$3 4177
Revenue from incidentals to above services:						
Track rental, \$2.50 and \$0.50 per car per day.....	\$2,902 50			\$2,592 50		
Storage charges at \$3.00 per day.....	7,131 00			4,026 50		
Sunday service, use of locomotive and crew, additional to switching charges.....	630 65			255 00		
Equipment rentals, box, flat and locomotive crane.....	7,722 62			8,067 50		
Miscellaneous.....	140 45			141 70		
Total incidental revenue.....	\$18,527 22	124,652	\$0 1486	\$15,083 20	117,277	\$0 1337
Total revenue.....	\$442,520 07	124,652	\$3 5500	\$416,510 90	117,277	\$3 5514

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 4—Continued.
Comparative statement of revenue and expense of Belt Railroad for the fiscal years ended June 30, 1926, and June 30, 1925, as of July 31, 1926.
EXPENSE.

	June 30, 1926			June 30, 1925		
	Expense	Number of switches	Expense per switch	Expense	Number of switches	Expense per switch
Maintenance of equipment:						
Locomotives.....	\$36,840 15	-----	-----	\$29,255 88	-----	-----
Flat, box and crane cars.....	1,380 14	-----	-----	3,984 89	-----	-----
Shop machinery and tools.....	1,159 00	-----	-----	916 63	-----	-----
Foreign freight cars.....	10,570 27	-----	-----	3,524 96	-----	-----
Superintendence.....	3,616 93	-----	-----	2,127 89	-----	-----
Total maintenance of equipment.....	\$53,575 49	124,652	\$0.4298	\$39,810 25	117,277	\$0.3394
Maintenance of roadway and buildings:						
Track repairs and renewals.....	\$70,626 51	-----	-----	\$66,436 64	-----	-----
Office buildings.....	586 54	-----	-----	525 45	-----	-----
Shops and roundhouse.....	3,760 15	-----	-----	5,336 92	-----	-----
Total maintenance of roadway and buildings.....	\$74,973 20	124,652	\$0.6015	\$72,299 01	117,277	\$0.6165
Operating expenses:						
Cleaning yards and cars.....	\$63 56	-----	-----	\$88 24	-----	-----
Operating of locomotive crane.....	475 45	-----	-----	1,012 30	-----	-----
Yardmasters and yard clerks.....	17,361 57	-----	-----	15,586 18	-----	-----
Train and enginemen.....	129,888 93	-----	-----	123,350 63	-----	-----
Engine house supplies.....	11,297 66	-----	-----	11,072 41	-----	-----
Fuel and water for locomotives.....	48,949 12	-----	-----	47,431 07	-----	-----
Locomotive supplies and expense.....	3,602 69	-----	-----	3,705 70	-----	-----
Clearing wrecks.....	770 89	-----	-----	308 56	-----	-----
Total operating expense.....	\$212,409 87	124,652	\$1.7040	\$202,565 12	117,277	\$1.7272
Accident compensation.....	\$5,150 35	124,652	\$0.0414	\$9,019 20	117,277	\$0.0769
Administrative and general.....	\$15,610 30	124,652	\$0.1252	\$16,804 49	117,277	\$0.1433
Total expense.....	\$361,728 21	124,652	\$2.9019	\$340,498 07	117,277	\$2.9033
Net operating revenue.....	\$80,791 86	124,652	\$0.6481	\$76,012 83	117,277	\$0.6481

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A.

Detail of property acquired fiscal years 1924-1925 and 1925-1926.

From revenue funds	Fiscal year ending June 30, 1926	Fiscal year ending June 30, 1925
Seawall lots.....		\$28 99
Piers and wharves—		
Fisherman's Wharf and Basin.....	\$14,068 70	5,346 77
Pier No. 45.....	1,203 72	
Pier No. 41.....	2,927 28	
Pier No. 39.....	24 18	
Pier No. 25.....	62 50	
Pier No. 23.....	1,106 98	
Pier No. 15.....	52,066 99	
Pier No. 5.....	51 87	
Pier No. 3.....	2,307 02	
Pier No. 18.....	1,009 46	
Pier No. 32.....		1,015 51
Pier No. 34.....	44 95	1,122 62
Pier No. 36.....	1,047 33	
Pier No. 40.....	33,059 85	30,939 30
Pier No. 42.....		12 88
Pier No. 44.....		1,941 63
Channel Street Wharf.....	2,907 05	8,026 37
Pier No. 48.....	2,277 44	
Pier No. 50.....	70,567 23	8,014 41
Pier No. 54.....		5,162 65
Islais Street Wharf.....	11,552 71	15,985 14
Total piers and wharves.....	\$196,285 26	\$77,596 27
Buildings.....	\$11,264 67	\$8,160 94
Sewers and pavements.....	\$49,031 71	\$216,920 65
Seawalls.....	\$16,968 99	\$395 02
General—		
Subway, El Embarcadero.....	\$12,410 76	\$187,989 00
Belt Railroad.....	4,106 70	5,395 16
Street lighting.....	2,743 72	1,996 75
Miscellaneous (landing floats, pile boom, etc.).....	2,283 02	5,596 66
Berry Street and China Basin Terminal.....	11,848 09	11,005 06
Islais Creek Grain Terminal.....	4,385 00	1,009 64
Total general.....	\$37,777 29	\$212,992 27
Equipment.....	\$42,965 43	\$29,183 74
From bond funds—		
Pier No. 45.....	\$3,622 03	
Pier No. 25.....	930 87	
Pier No. 23.....	381 47	
Pier No. 40.....	88,845 21	\$15,820 04
Pier No. 48.....	22,535 73	
Pier No. 50.....	584,837 74	134,112 53
Berry Street and China Basin Terminal.....	292,013 54	174,387 71
Islais Street Wharf.....		1,504 76
Islais Outer Wharf.....		67,981 11
Islais Creek Grain Terminal.....	1 62	1,842 42
Islais Creek Channel and Land Reclamation.....	164,105 05	18,808 23
Filling Seawall between Pier No. 44 to Channel Street.....		3,167 45
Pavements on Embarcadero and adjacent thereto.....	2,069 98	
Total from bond funds.....	\$1,159,343 24	\$417,564 25
Grand totals.....	\$1,513,636 59	\$962,813 14

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A—Continued.

Detail of property acquired fiscal years 1924-1925 and 1925-1926.

From revenue funds	Fiscal year ending June 30, 1926	Fiscal year ending June 30, 1925
Deduct—items transferred—		
Piers and wharves:		
Fisherman's Wharf.....	\$75 11	
Pier No. 43.....	62 69	
Pier No. 41.....	745 21	
Pier No. 39.....	7,636 33	
Pier No. 35.....	130 51	
Pier No. 27.....	2,406 14	
Pier No. 23.....	253 25	
Pier No. 19.....	10 70	
Pier No. 15.....	50,000 00	
Pier No. 9.....	101 28	
Pier No. 20.....	260 39	
Pier No. 22.....	27 78	
Piers Nos. 30 and 32.....	1,532 45	
Pier No. 34.....	4,832 08	
Pier No. 54.....	78 73	
Total piers and wharves.....	\$68,152 65	
Buildings:		
Miscellaneous, Fisherman's Wharf.....	\$1,520 37	
Free market.....	69 01	
Union Depot.....	10,927 56	
Southern Pacific Creek Route Office.....	3,032 78	
Miscellaneous, Seawall Lot No. 4.....	199 74	
Total buildings.....	15,749 46	
Seawalls:		
Lot E.....	\$251 00	
Lot D.....	384 48	
China Basin.....	1,383 60	
Islais Creek and land reclamation.....	825 38	
Total seawalls.....	2,844 46	
General:		
Subway, El Embarcadero.....	\$164,270 13	
Belt Railroad.....	97 08	
Islais Grain Terminal.....	219 01	
Total general.....	164,586 22	
Total deductions.....	\$251,332 79	
Total property and equipment acquired.....	\$1,262,303 80	\$962,813 14
Revenue fund.....	\$102,960 56	\$545,248 89
Bond fund.....	1,159,343 24	417,564 25
	\$1,262,303 80	\$962,813 14

MONTHLY INCOME FROM UNION DEPOT AND FERRY BUILDING AS OF JULY 1, 1926.

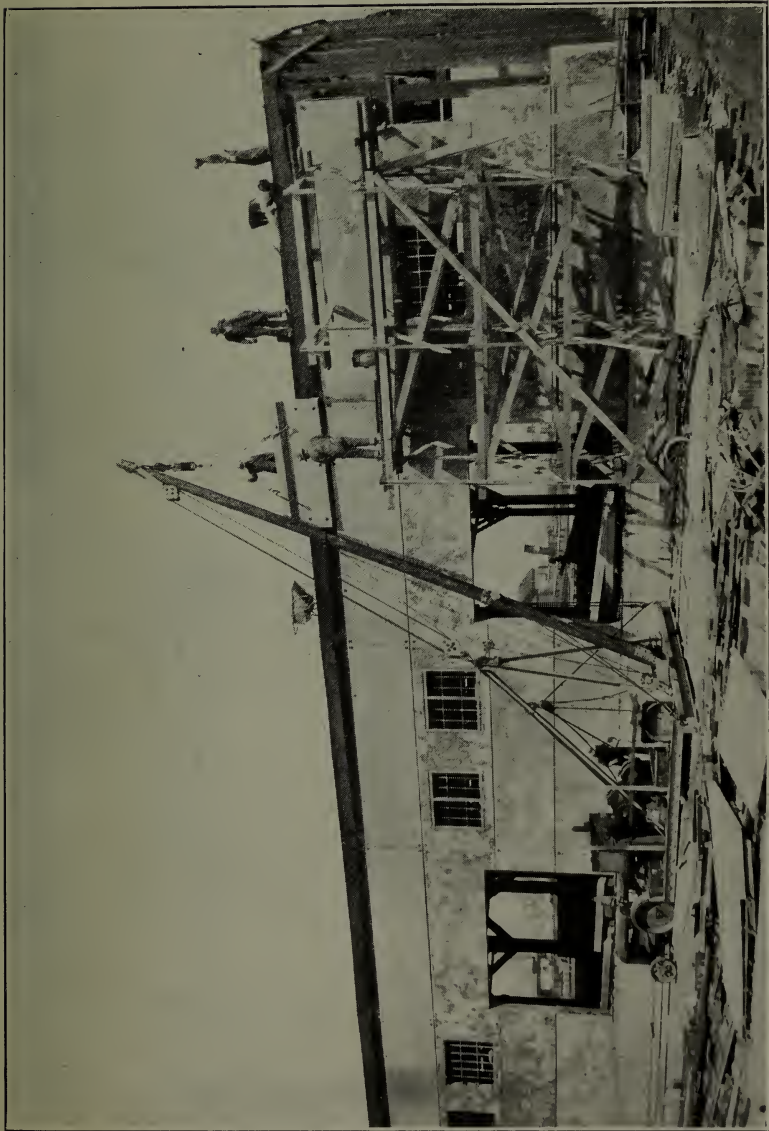
Tenant	Amount
Alberga, A. P.	\$75 00
American Locker Company	40 00
American Railway Express Company	560 00
Anglo-California Trust Company	10 00
Badaracco, Chas.	30 00
Bernhard and Behrens	125 00
Butler and Son, F. W.	600 00
California Development Association	750 00
Cirelli, G.	37 50
Cohen and Figone	650 00
Daniels Company, The	4 90
Ferry Bakerite Company	1,100 00
Foster and Orear	4,500 00
Golden Gate Music Company	125 00
Gordon, I.	300 00
Green Company, Robert	450 00
Herzog, N. K.	250 00
Kessler, Sidney	200 00
Key System Transit Company	3,349 30
Kleinworth, C. H. and J. F. McCarthy	200 00
McPartland and Reich	850 92
Monticello Steamship Company	115 00
Morganthau, Nanette	20 00
Nicholas, J. J.	50 00
Northwestern Pacific Railroad Company	5,804 46
Pacific Coin Locker Company	233 81
Pacific Telephone and Telegraph Company	1,000 00
Pacific Telephone and Telegraph Company	47 00
Postal Telegraph and Cable Company	75 00
Presta and Addieco	77 50
Richardson, J. A.	500 00
San Francisco Board of Education	25 00
San Francisco and Sacramento Railway Company	63 36
Sonoma Express Company	50 00
Southern Pacific Company	9,496 49
Spring Valley Water Company	60 00
State Board of Prison Directors	100 00
State Department of Agriculture	387 50
State Fish and Game Commission	17 82
State Mining Bureau	250 00
Travelers' Aid Society of California	10 00
Union Transfer Company	261 10
United States Department of Forestry	1,000 00
United States Post Office	1,950 00
Van Noy International, Inc.	500 00
Western Pacific Railroad Company	1,618 20
Western Union Telegraph Company	100 00
Yellow Taxicab Company	150 00
Total	\$38,169 86

MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR TO JULY 1, 1926.

Lot	Lessee, term and monthly rental	Total for five-year period	Total for term of lease
15 and portions of 14 23	Southern Pacific Company, 25 years from August 1, 1901. Southern Pacific Company, 25 years from October 1, 1909: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$500 00 \$30,000 00 \$990 00 1,325 00 1,271 90 1,422 80 1,552 14	\$150,000 00 \$59,400 00 79,500 00 76,314 00 85,368 00 93,128 40
24, subd. A	Associated Oil Company, 25 years from October 1, 1909: Assigned to W. R. Grace and Company, October 31, 1918. 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$214 00 245 00 275 00 306 00 337 00	\$12,840 00 14,700 00 16,500 00 18,360 00 20,220 00
24, subd. B	Southern Pacific Company, 25 years from October 1, 1909: Assigned to Pacific Mail Steamship Company, November 10, 1919. 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$750 00 1,000 00 1,125 00 1,250 00 1,375 00	\$45,000 00 60,000 00 67,500 00 75,000 00 82,500 00
B	Crescent Lumber Company: Assigned to San Francisco Lumber Company, 25 years from April 1, 1910. 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$225 00 230 00 235 00 240 00 245 00	\$13,500 00 13,800 00 14,100 00 14,400 00 14,700 00
7	Western Pacific Railway Company, 25 years from July 1, 1910: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$1,083 33 1,151 04 1,218 75 1,286 46 1,354 17	\$64,999 80 69,062 40 73,125 00 77,187 60 81,250 20
22, subd. A	Western Pacific Railway Company, 25 years from August 1, 1910: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$1,346 39 1,430 54 1,514 69 1,598 84 1,682 98	\$80,783 40 85,832 40 90,881 40 95,930 40 100,978 80
22, subd. B	Western Pacific Railroad Company, 22 years and 7 months from January 1, 1913: 2 years, 7 months..... 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years.....	\$240 09 264 66 280 23 295 79 311 36	\$7,721 79 15,879 60 16,813 80 17,747 40 18,681 60
19	Atchison, Topeka and Santa Fe Railway Company, 15 years from August 1, 1914.....	\$170 60	\$10,236 00
25	W. R. Grace and Company, 20 years from May 17, 1917.....	\$318 05	\$19,083 00
Portion of C	Shell Company of California, 25 years from September 15, 1917: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$339 06 389 92 448 41 515 65 592 99	\$20,343 60 23,395 20 26,904 60 30,939 00 35,579 40
			137,161 80

**MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR
TO JULY 1, 1924—Continued.**

Lot	Lessee, term and monthly rental	Total for five-year period	Total for term of lease
21	Toyo Kisen Kaisha, 5 years from January 1, 1923:		
Portion of 4	Assigned to Nippon Yusen Kaisha..... \$289 22	\$17,353 20	\$17,353 20
	Purity Spring Water Company, 15 years from January 31, 1918:		
	1st 5 years..... \$50 00	3,000 00	
	2d 5 years..... 55 00	3,300 00	
	3d 5 years..... 60 50	3,630 00	
			9,930 00
Islais Creek	H. W. Peabody and Company (California Petroleum Corporation) 10 years from September 18, 1919:		
	1st 5 years..... \$62 50	\$3,750 00	
	2d 5 years..... 75 00	4,500 00	
			8,250 00
Islais Creek	Balfour, Guthrie and Company (California Petroleum Corporation) 10 years from September 18, 1919:		
	1st 5 years..... \$62 50	\$3,750 00	
	2d 5 years..... 75 00	4,500 00	
			8,250 00
Islais Creek	Hind, Rolph and Company (California Petroleum Corporation) 10 years from September 18, 1919:		
	1st 5 years..... \$62 50	\$3,750 00	
	2d 5 years..... 75 00	4,500 00	
			8,250 00
Islais Creek	S. L. Jones and Company (California Petroleum Corporation) 10 years from September 18, 1919:		
	1st 5 years..... \$62 50	\$3,750 00	
	2d 5 years..... 75 00	4,500 00	
			8,250 00
Islais Creek	Willits and Patterson, 10 years from September 18, 1919: Assigned to General Petroleum Corporation September 1, 1925.		
	1st 5 years..... \$125 00	\$7,500 00	
	2d 5 years..... 150 00	9,000 00	
			16,500 00
Islais Creek	California Petroleum Corporation, 25 years from December 17, 1925:		
	1st 5 years..... \$137 63	\$1,651 50	
	2d 5 years..... 229 38	2,752 56	
	3d 5 years..... 275 25	3,303 00	
	4th 5 years..... 321 13	3,853 56	
	5th 5 years..... 367 00	4,404 00	
			15,964 62
	Total.....		\$2,260,655 61



ERECTING PRECAST WALL SLABS—PIER 50 SHED.—The two sheds of Pier 50 are constructed with reinforced concrete fire walls, laid up as concrete slabs approximately 5' x 20' in size, weighing from 1 to 3 tons. The slabs are built as ribbed panels, fastened to the frame by bolts and laid in mortar beds. They are handled with a portable derrick as shown in the photograph.

CONTRACT WORK UNDER WAY AT DATE OF LAST BIENNIAL AND SINCE COMPLETED.

Contractor	Date of contract	Description	Contract	Payments	Date	Total	Date of completion
Tibbitts Pacific Co.....	Nov. 2, 1923	Construct subway under Ferry Loop on The Embarcadero	\$238,700 00 extras 35,357 41	\$20,050 80 20,408 85 10,409 17 4,085 00 6,802 96 9,640 32 2,684 00 21,298 90 17,132 35 9,846 38 11,969 29 12,298 68 10,025 40 9,846 38 9,461 30 6,802 95 6,086 85 1,200 00 2,506 34 2,317 08 2,300 00 60,375 00 14,009 41 3,000 00	Jan. 3, 1924 Jan. 31, 1924 Mar. 6, 1924 Mar. 27, 1924 April 3, 1924 May 1, 1924 May 8, 1924 May 29, 1924 July 3, 1924 July 31, 1924 Sept. 4, 1924 Oct. 1, 1924 Oct. 30, 1924 Nov. 28, 1924 Dec. 31, 1924 Jan. 22, 1925 Feb. 26, 1925 Feb. 26, 1925 April 2, 1925 April 2, 1925 April 9, 1925 May 7, 1925 June 25, 1925 Aug. 7, 1925	\$274,557 41	April 2, 1925
J. E. Back and Co.....	Jan. 17, 1924	Furnish labor and material for laying marble floors in first floor waiting rooms of Ferry Building.....	\$29,992 23 extras 757 74	\$5,853 19 8,869 20 4,536 49 2,817 27 757 74 418 02 7,498 06	Mar. 6, 1924 April 3, 1924 May 1, 1924 June 5, 1924 June 12, 1924 July 3, 1924 Aug. 7, 1924	\$30,749 97	July 3, 1924

Clinton Construction Co.-----	Mar. 3, 1924	Reconstruction of Islais Outer Wharf.-----	\$66,495 00 extras 1,470 35	\$3,490 99 18,951 07 15,958 80 11,470 39 1,470 35 16,623 75	June 5, 1924 July 3, 1924 Aug. 7, 1924 Sept. 4, 1924 Sept. 25, 1924 Oct. 9, 1924	\$67,965 35 Sept. 4, 1924
Renner Foundation Co.-----	May 8, 1924	Furnish labor and materials for repairing Pier 41.-----	\$38,676 00 extras 674 49	\$1,769 43 13,024 14 4,060 98 413 32 2,900 70 5,801 40 1,450 35 9,669 00 52 47 208 70	Aug. 7, 1924 Sept 4, 1924 Oct. 2, 1924 Oct. 16, 1924 Oct. 29, 1924 Dec. 4, 1924 Dec. 26, 1924 Jan. 26, 1925 Feb. 5, 1925 Feb. 5, 1925	\$39,350 49 Dec. 26, 1924

WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1924, TO JUNE 30, 1926.

Contractor	Date of contract	Description	Contract	Payments	Date	Total	Date of completion
Raphael Zelinsky	July 24, 1924	Paint sheet metal work and steel sash on Piers 29 and 31	\$3,678 00 extras 65 00	\$1,517 18 1,241 32 919 50 65 00	Sept. 4, 1924 Oct. 2, 1924 Nov. 20, 1924 Dec. 4, 1924	\$3,743 00	Oct. 2, 1924
A. W. De Young	Aug. 7, 1924	Furnish labor and material for constructing a pile driver scow	\$7,983 57 extras 400 00	\$5,987 68 1,995 89 400 00	Oct. 16, 1924 Nov. 20, 1924 Feb. 13, 1926	\$8,383 57	Oct. 16, 1924
Fay Improvement Co.	Sept. 23, 1924	Paving The Embaradero from Folsom st. to Berry st.	\$104,074 12 extras 27,383 03	\$9,837 30 18,348 00 162 75 2,579 50 9,943 15 75 00 132 81 2,037 11 22 45 9 67 11,396 10 2,979 80 38 40 832 01 15,041 25 2,662 26 8,447 59 3,685 80 393 55 6,795 59 901 72 4,074 61 5,042 20 26,018 53	Nov. 6, 1924 Dec. 4, 1924 Dec. 11, 1924 Dec. 18, 1924 Jan. 2, 1925 Jan. 8, 1925 Jan. 8, 1925 Jan. 15, 1925 Jan. 15, 1925 Jan. 15, 1925 Jan. 15, 1925 Feb. 5, 1925 Feb. 13, 1925 Feb. 13, 1925 Feb. 26, 1925 Mar. 5, 1925 Mar. 12, 1925 April 2, 1925 April 16, 1925 April 30, 1925 April 30, 1925 May 7, 1925 May 14, 1925 May 14, 1925 June 4, 1925	\$131,457 15	April 30, 1925

Grant and Hart.....	Sept. 23, 1924	Furnish labor and material and constructing addition to shed along Islais Outer Wharf.....	\$20,998 00 extras 486 50	\$5,669 46 385 27 9,279 04 800 00 5,249 50 101 23	Nov. 6, 1924 Nov. 20, 1924 Dec. 4, 1924 Jan. 2, 1925 Jan. 8, 1925 Jan. 8, 1925	\$21,484 50	Dec. 4, 1924
Eaton and Smith.....	Nov. 20, 1924	Paving Islais Outer Wharf.....	\$6,868 49	\$5,151 37 1,717 12	Jan. 22, 1925 Feb. 26, 1925	\$6,868 49	Jan. 22, 1925
J. W. Bender.....	Nov. 20, 1924	Repair the roofs on Piers 37 and 24 and south extension of Ferry Building.....	\$8,885 53	\$739 77 1,979 25 1,826 74 85 32 2,043 08 243 25 681 02 1,297 10	Jan. 2, 1925 Jan. 2, 1925 Feb. 5, 1925 Mar. 5, 1925 Mar. 5, 1925 April 9, 1925 April 9, 1925 April 9, 1925	\$8,885 53	Mar. 5, 1925
Clinton Construction Co.	Dec. 26, 1924	Furnish labor and material for constructing Pier 50 and adjacent bulkhead wharf.....	\$587,000 00 extras 5,564 51	\$4,402 50 34,779 75 36,540 75 16,729 50 19,811 25 62,955 75 55,471 50 36,100 50 73,962 00 15,408 75 17,610 00 10,125 75 11,446 50 22,893 00 14,528 25 4,402 50 3,081 75 5,564 51 146,750 00	Mar. 5, 1925 April 2, 1925 April 30, 1925 June 4, 1925 July 2, 1925 Aug. 5, 1925 Sept. 3, 1925 Oct. 1, 1925 Nov. 5, 1925 Dec. 3, 1925 Jan. 7, 1926 Feb. 4, 1926 Mar. 4, 1926 April 1, 1926 May 6, 1926 June 3, 1926 June 10, 1926 June 17, 1926 July 15, 1926	\$592,564 51	June 10, 1926

WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1924, TO JUNE 30, 1925.—Continued.

Contractor	Date of contract	Description	Contract	Payments	Date	Total	Date of completion
K. E. Parker Co.....	Dec. 26, 1924	Construct first two stories of China Basin Terminal Building.....	\$315,950 00 extras 1,889 05	\$12,559 01 27,250 69 30,331 20 31,516 01 27,250 69 32,937 79 38,387 92 19,193 96 13,506 87 3,028 36 78,987 50 1,889 05 1,000 00	Mar. 5, 1925 April 2, 1925 April 30, 1925 June 4, 1925 July 2, 1925 Aug. 5, 1925 Sept. 3, 1925 Oct. 1, 1925 Nov. 5, 1925 Nov. 19, 1925 Dec. 24, 1925 Jan. 21, 1926 Feb. 4, 1926	\$317,839 05	Nov. 19, 1925
Pacific Materials Co.....	Feb. 19, 1925	Furnish and install steel rolling doors in China Basin Terminal Building.....	\$29,500 00	\$12,390 00 8,628 75 1,106 25 7,375 00	Nov. 5, 1925 Dec. 3 1925 Dec. 17, 1925 Jan. 21, 1926	\$29,500 00	Dec. 17, 1925
Healy-Tibbitts Construction Co.....	Mar. 19, 1925	Pile bulkhead—Islands Reclamation Project No 2.....	\$24,600 00 extras 443 75	\$4,704 75 3,597 75 6,088 50 1,660 50 2,398 50 443 75 6,150 00	April 30, 1925 June 4, 1925 July 2, 1925 Sept. 3, 1925 Sept. 24, 1925 Oct. 8, 1925 Oct. 29, 1925	\$25,043 75	Sept. 24, 1925
American Dredging Co.....	Mar. 12, 1925	Dredging for rock levees—Islands Reclamation Project No. 2.....	\$49,357 20	\$9,856 13 21,060 00 6,101 77 12,339 30	Oct. 1, 1925 Nov. 5, 1925 Nov. 12, 1925 Dec. 10, 1925	\$49,357 20	Nov. 5, 1925

F. W. Camp	Mar. 12, 1925	Rock levees, Isla Reclamation Project No. 2	\$148,464 00	July 2, 1925 Aug. 5, 1925 Sept. 3, 1925 Oct. 1, 1925 Nov. 5, 1925 Dec. 3, 1925 Jan. 7, 1926 Feb. 4, 1926 Mar. 4, 1926 Apr. 1, 1926 May 6, 1926 June 4, 1926 June 24, 1926 July 29, 1926	June 24, 1926 \$148,464 00
Clinton Construction Company	Mar. 26, 1925	Furnish labor and material for making alterations and additions to Pier 40	\$96,400 00 extras 896 28	June 4, 1925 July 2, 1925 Aug. 5, 1925 Sept. 3, 1925 Oct. 1, 1925 Oct. 22, 1925 Nov. 12, 1925 Jan. 14, 1926 Apr. 29, 1926 June 3, 1926	June 24, 1926 \$97,296 28
Fay Improvement Company	Apr. 30, 1925	Paving The Embarcadero from Howard Street to Washington Street	\$50,306 49 extras 4,431 20	June 4, 1925 June 4, 1925 June 18, 1925 June 18, 1925 July 2, 1925 July 9, 1925 July 9, 1925 July 9, 1925 July 9, 1925 July 23, 1925 Aug. 27, 1925 Sept. 3, 1925 Sept. 3, 1925	July 23, 1925 \$54,737 69

WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1924, TO JUNE 30, 1926—Continued.

Contractor	Date of contract	Description	Contract	Payments	Date	Total	Date of completion
Conrad B. Sovig.....	June 4, 1925	Painting rear of Ferry Building and adjoining structures	\$9,770 00	\$1,465 50 5,129 25 Aug. 5, 1925 507 75 Aug. 13, 1925 2,327 50 Sept. 17, 1925 200 00 Oct. 8, 1925 100 00 Dec. 17, 1925	July 2, 1925 Aug. 5, 1925 Aug. 13, 1925 Sept. 17, 1925 Oct. 8, 1925 Dec. 17, 1925	\$9,770 00	Aug. 13, 1925
M. B. McGowan.....	Sept. 17, 1925	Reconstruct foundations under Ferry Post Office Building.....	\$17,800 00 extras 1,419 76	\$6,274 50 5,273 25 3,222 01 4,450 00	Oct. 1, 1925 Nov. 5, 1925 Dec. 3, 1925 Dec. 24, 1925	\$19,219 76	Nov. 18, 1925
Pacific States Construction Company.....	Nov. 25, 1925	Paving the floors of China Basin Terminal Building.....	\$10,427 38	\$7,820 53 2,606 85	Jan. 21, 1926 Feb. 25, 1926	\$10,427 58	Jan. 21, 1926
F. R. Siegrist Company.....	Dec. 31, 1925	Furnish labor and material and construct a Crab and Salmon Market Building at Fisherman's Basin.....	\$6,977 00 87 85 extras	\$3,924 56 1,308 19 87 85 1,744 25	Feb. 4, 1926 Feb. 25, 1926 Mar. 11, 1926 Apr. 1, 1926	\$7,064 85	Feb. 25, 1926
J. A. Mohr and Son.....	Feb. 4, 1926	Painting portions of Piers 29, 31, 33, 35, 37 and 39.....	\$7,735 00 extras 460 45	\$5,629 34 171 91 260 45 200 00 1,933 75	Apr. 1, 1926 Apr. 15, 1926 Apr. 29, 1926 Apr. 29, 1926 May 20, 1926	\$8,195 45	Apr. 15, 1926

WORK CONTRACTED FOR AND NOT COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1924, TO JUNE 30, 1926.

Contractor	Date of contract	Description	Contract price	Payments	Date
David Nordstrom	Jan. 14, 1926	Furnish labor and material and construct two sheds on Pier 50.	\$142,765 00	\$11,242 75 11,992 26 14,990 32	May 6, 1926 June 3, 1926 June 30, 1926
Healy-Tibbitts Construction Company	Mar. 11, 1926	Rock fill at outer end of Pier 48.	67c per cu. yd.	\$8,173 67 8,243 00	June 3, 1926 June 30, 1926
Price Teltz Company	Apr. 29, 1926	Furnish and install steel rolling doors in two sheds on Pier 50.	\$28,915 00		
Fay Improvement Company	Mar. 25, 1926	Paving and sewers in Berry Street between Third Street and The Embarcadero.	\$18,020 00	\$1,683 07 972 01 5,268 62	May 6, 1926 June 3, 1926 June 30, 1926

REPORT OF CHIEF WHARFINGER.

September 29, 1926.

Board of State Harbor Commissioners, Building.

GENTLEMEN: I beg to submit for your indulgence a report of the Wharfinger's Department, from which department the revenue from tolls, dockage and wharf demurrage come to the state through the shipping interests of the world. The responsibilities of this department are becoming more and more apparent every day as the operations of steamers and cargoes on the water front are ever on the increase. It will necessitate in time a larger force and of course a building program for some time to come.

The present Board of State Harbor Commissioners, through its vision of the future development of this great harbor of ours, has heralded a new era of adequate facilities which, naturally, means quick dispatch of cargoes and added pier space, which in turn avoids the expense of piling and affords the possibility of many other necessary eliminations. The construction of Pier 45 alone verifies my statement as to the building program of this Board. In that pier we will have length, which is the vital point in all new construction of the future.

To further verify my statements, we only have to glance over actual operations on the water front and we find that the first six months of this year, 1926, give us 2765 operations in excess of all of the year 1925. In other words, the total number of operations—coastwise, inland waterway, foreign and intercoastal—in the year 1925 totaled 19,929; and for the first six months of this year, 1926, there were 22,694 operations, making the difference as quoted above—2765 in favor of this year, 1926.

The steamers operated at the present time in the coastwise trade total 159; in the inland waterway trade, 395; in the intercoastal trade, 150; in the foreign trade, 349, making a grand total of 1053 vessels of all types from the ocean liner to the gasoline launch. For the sake of comparison, I submit the following:

YEAR 1924		YEAR 1926	
Coastwise	142	Coastwise	159
Inland	264	Inland	395
Intercoastal	125	Intercoastal	150
Foreign	256	Foreign	349
	787		1,053

For your perusal I will refer you to a very interesting comparison from the year 1917 to June 30, 1926, a period of ten years. Taking as a basis our greatest source of revenue—the harbor rents—the following

shows how the Wharfinger's Department has made very substantial gains in revenue from that time to the present period:

Difference in favor of rents—1917-----	\$273,945 52
Difference in favor of rents—1918-----	375,871 55
Difference in favor of rents—1919-----	384,601 62
Difference in favor of rents—1920-----	90,284 67
Difference in favor of rents—1921-----	235,179 39
Difference in favor of rents—1922-----	269,970 10
Difference in favor of rents—1923-----	81,998 81
Difference in favor of rents—1924-----	63,940 70
Difference in favor of rents—1925-----	54,187 00
Difference in favor of rents—1926-----	44,882 55

With the added facilities of the future and the spirit of full cooperation which exists between the shipping fraternity and the personnel of our great state owned and operated water front, the harbor of San Francisco is destined to be one of the greatest harbors in the world.

Respectfully yours,

FRED S. KNIGHT,
Chief Wharfinger.

TARIFF CHARGES OF THE BOARD OF STATE HARBOR COMMISSIONERS.

Charges for dockage, tolls, demurrage and rentals for use of state piers, wharves and bulkheads and rules and regulations for operation of the departments of the Board of State Harbor Commissioners are fully shown in the Tariff, a publication which can be obtained at the office of the Board. The charges are briefly shown in the following statements:

Coastwise trade is defined as trade along the Pacific Coast of the United States between Mexico and the Canadian border; inland waterway as trade or service between San Francisco and points located upon the bays, rivers and other inland waters of California; foreign and off-shore as all trans-Pacific and Atlantic seaboard trade.

	Definition	Rate	
		Foreign	Coastwise, etc.
Dockage:	*Charge assessed against vessel berthing at own assignment...	None.	2 cents per ton first 200 net registered tonnage;
	At outside berths.....	Full rate.	¾ cent each additional ton.
Tolls:	**Charge for cargo loaded or discharged on state wharves or in slips.....	15 cents general.	5 cents general.
Wharf demurrage:	***Charge for cargo delayed on state premises.....	25 cents ton first five days. 50 cents ton each succeeding five days.	25 cents ton first five days. 50 cents ton each succeeding five days.
Belt Railroad switching:	Charge for switching loaded freight cars between any two points on the tracks of the Belt Railroad.....	\$3.50 per car.	\$3.50 per car.

Rental charges will be assessed against steamship companies having sufficient business to require definite assignment of pier space on the basis of \$.012 coastwise or inland waterway; \$.006 foreign.

*Vessels engaged in foreign trade are not charged dockage at their own assignment. They are required, however, to load or discharge 500 tons per day, etc., in violation of which a penalty will be assessed against the vessel. If at outside berth full rate dockage is charged.

**No tolls will be charged shipper or consignee on import and export traffic moving through the Port of San Francisco on through bills of lading when originating at or destined to Japan, China, Philippine Islands, India, Australia, New Zealand, Fiji Islands or beyond, and when destined to or originating at points in the United States east of Ogden, Salt Lake City and Garfield, Utah; Albuquerque, Belen or Deming, New Mexico; and El Paso, Texas. Such tolls will be absorbed by rail and ocean carriers as shown by Supplement No. 11, Trans-Continental Freight Bureau Westbound Export Tariff No. 29-I, effective April 20, 1922, and Supplement No. 8, Trans-Continental Freight Bureau Eastbound Import Tariff No. 30-H, effective April 20, 1922.

***Foreign cargo must be removed from the wharf within seven days after discharge of vessel; coastwise cargo within five days after discharge of vessel; thereafter penalties as shown accrue. Coastwise cargo may be assembled five days before arrival of vessel; foreign cargo may be assembled seven days before arrival of vessel.

STEAMSHIP LINES OPERATING AT THE PORT OF SAN FRANCISCO.

<i>Line.</i>	<i>Foreign.</i>	<i>Number Steamers.</i>
Australian Dispatch Line (J. J. Moore and Company)-----		10
Bank Line-----		6
Canadian Line-----		8
California Steamship Company (W. L. Comyn and Company)-----		4
Dollar Steamship Company-----		14
Ellerman and Bucknell Steamship Company-----		6
East Asiatic Company-----		8
Flood Brothers-----		18
Furness Line-----		10
General Steamship Corporation-----		59
Compagnie du Boleo-----		3
Cuba Line-----		2
Italian Line-----		6
French Line-----		12
Meyer, Wilson and Company; Balfour, Guthrie and Company-----		6
Norwegian Line-----		14
O'Connor and Harrison-----		2
Swedish Line-----		8
Yamashita Company-----		6
Harrison Line (Balfour, Guthrie and Company)-----		59
Holland America Line (Joint Service)-----		12
Isthmian Line-----		17
Johnson Line-----		12
Kingsley Navigation Company-----		7
Latin-America Line-----		2
Mexican States Line-----		5
Mitsui and Company-----		5
Matson Navigation Company-----		6
McCormick Steamship Company-----		24
National Navigation Lines (Mexico)-----		12
Nippon Yusen Kaisha-----		3
Norway Pacific Line-----		24
Oregon Oriental Line (Sudden and Christenson)-----		5
Osaka Shosen Kaisha-----		7
Panama Mail Steamship Company-----		5
Swayne and Hoyt (Australian)-----		3
South American Dispatch (J. J. Moore and Company)-----		5
Struthers and Barry-----		4
Suzuki and Company-----		10
Trans-Pacific Line (Norton and Lilly)-----		10
Union Steamship Company-----		6
United American Line-----		8
W. R. Grace and Company-----		10
W. R. Grace and Company-----		4

Total----- 349

Intercoastal.

Argonaut Line-----	8
American-Hawaiian Line-----	24
California and Eastern Steamship Company-----	3
Dollar Steamship Line-----	4
Garland Line-----	6
Isthmian Line-----	14
Luckenbach Steamship Company-----	19
Munson-McCormick Line-----	16
Panama Mail-----	3
Panama Pacific-----	3
Quaker Line-----	7
Swayne and Hoyt-----	7
Transmarine Corporation-----	14
Williams Line-----	7
United American Lines-----	14

Total----- 149

Foreign ----- 294

Intercoastal ----- 149

Total----- 443

REPORT OF CHIEF ENGINEER.

*To the Board of State Harbor Commissioners,
San Francisco, California.*

GENTLEMEN: I beg to submit for your consideration my report as Chief Engineer of the Board of State Harbor Commissioners, for the two fiscal years beginning July 1, 1924, and ending June 30, 1926.

At the time of the presentation of the last biennial report on July 1, 1924, there were under construction the following structures:

The Embarcadero subway, which was 57 per cent completed.

The reconstruction of the outer wharf at Islais Creek adjacent to the grain terminal, which had just been begun. The subway was completed in April, 1925, at a cost of \$333,496, and the Islais Creek wharf was completed in September, 1924, at a cost of \$111,742.

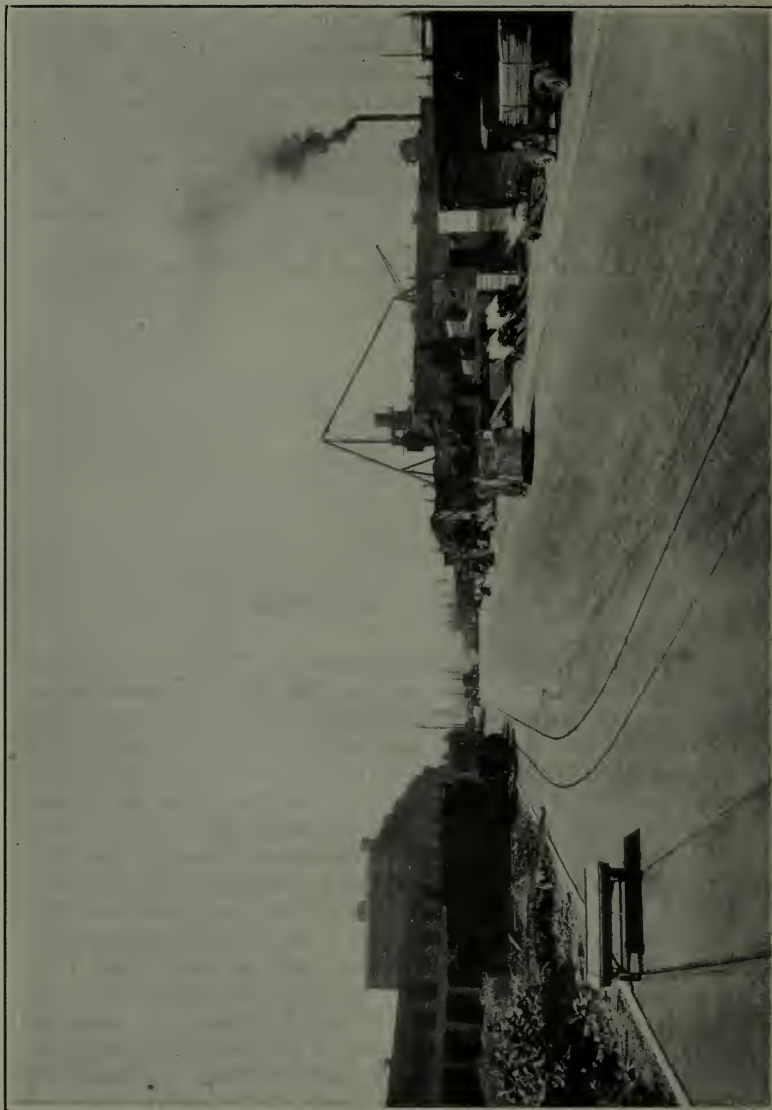
For the purposes of this report the work of the Engineering Department will be divided as follows:

1. Piers and Buildings.
2. Paving.
3. Maintenance and Repairs.
4. Electrical.
5. Dredging.
6. Testing.
7. Designing and Drafting.
8. Recommendations.
9. General.

1. PIERS AND BUILDINGS.**Pier 50.**

At the time of the last report the detail plans for Pier 50 were under way and these were completed and the contract for the construction of the substructure was awarded in December, 1924. The pier is 386 feet in width and 600 feet in length and as it is expected that it will eventually be connected to Mission Rock the layout is one not before used in San Francisco. The plans provide for two separate transit sheds and between these is a depression in which are located three railroad tracks and two driveways. One depressed track is provided along each shed and the third will be used as a running track. Between the outer side of each shed and the edge of the pier are two flush tracks. In conjunction with the pier there was constructed a section of permanent bulkhead wall and wharf 806 feet in length and from 55 to 65 feet in width. The aprons carrying the flush tracks along the edges of the pier are constructed of creosoted timber on creosoted piling. The remainder of the construction is of reinforced concrete. The supports consist of wooden piling covered and protected by precast reinforced concrete jackets. The deck of the entire structure will be paved with an asphalt wearing surface.

The two transit sheds, which are under construction, will each be 674 feet in length and 115 feet in width. They are of timber frame construction, the walls being built up of precast reinforced concrete slabs. The shed fronts will be of reinforced concrete cast in place and the plans provide for galvanized steel sash and steel rolling doors.



PAVING ON BERRY STREET.—The paving of Berry street from The Embarcadero to Third street furnishes the much needed connecting link between these great thoroughfares. The work was undertaken in anticipation of the proposed Municipal Bus Line which will use this route to the Third street S. P. Depot. The photograph also shows the extension of the Belt Line Railroad to provide for a crossing at Third street when the existing bridge at Channel street is replaced.

The substructure was completed in June, 1926, at a cost of \$755,940 and the transit sheds were 36 per cent completed on June 30, 1926.

Pier 40, Extension.

Pier 40 was constructed in 1909 with a width of 140 feet and a length of 646 feet. As originally built there was a flush railroad track down the center of the transit shed. This arrangement was found to be unsatisfactory and in 1917 this track was removed and the pier was widened 19 feet on the north side, the addition carrying a depressed track. In order to further increase its efficiency it was again enlarged in 1925 by the addition of a flush track on the south side and an extension of the pier and transit shed into the bay a distance of 260 feet. The original structure was constructed of reinforced concrete with a steel frame transit shed. The extension was of timber on creosoted piles. The cost was \$168,664 and the work was completed with the exception of a portion of the paving on October 15, 1925. On the same day it caught fire and was seriously damaged, the loss being estimated at \$44,476. There was considerable delay in making the necessary repairs on account of difficulty in adjusting the insurance claims, but the work was finally completed and accepted in April, 1926.

China Basin, Terminal Building.

At the time of the presentation of the last report the plans for this building had been completed but its construction had not been begun. The substructure had been built to carry a six story building and the plans for the superstructure had been prepared on that basis. It was decided, however, to build only the first two floors, the third floor slab to serve as the roof and the columns to be of full section to permit of adding the other floors whenever desired.

The building is 812 feet in length, 133 feet in width on the first floor, and 102 feet in width on the second floor. On the water side there is a working platform 19.5 feet in width at the second floor level so that ships can deliver or receive cargo directly on this floor. Along the land side of the building there are two depressed railroad tracks connecting with the Belt Railroad. Above these tracks and connecting with The Embarcadero by way of a ramp is an elevated driveway constructed at approximately truck body height below the level of the second floor. The loading platform outside the building was constructed as a sawtooth platform with a door opposite each truck space except at the future location of each spiral chute.

The building is completely wired for light and power with outlets conveniently located to give efficient service. Provision was made for six freight and two passenger elevators but they were not installed, the intention being to operate on the second floor by the use of the working platform and the elevated driveway.

The building is of reinforced concrete throughout, with galvanized steel sash and steel rolling doors. It was completed in November, 1925, the total cost being \$510,830.

Crab and Salmon Market.

A market building for the use of the crab and salmon fishermen was constructed at Fishermen's lagoon, fronting on Jefferson street

near Taylor street. The building is 48 by 64 feet and two stories high. It is of timber frame construction with a stucco exterior. The work was completed in February, 1926, at a cost of \$13,669.

Islais Reclamation.

Following in a general way the comprehensive plans for the development of the Islais Creek-India Basin district, a start was made on the construction of the first unit adjacent to Islais Creek. The area involved consists of approximately 26 acres of tide land which it is intended to reclaim. The work already completed included the dredging of a trench for a rock seawall along the south side of the channel, the construction of this wall by depositing rock, the construction of rock levees along the easterly end and southerly side of the area to be reclaimed and the driving of bulkhead piles at the crest of these walls.

The main wall is 1400 feet in length, extending easterly along the Islais Creek Channel from the end of the present reclaimed land and the width of the tract between walls is 800 feet. The subsoil is soft mud and it was a certainty that the rock would sink into the bottom some distance. The wall is not exposed to wave action, being located along one side of a comparatively narrow channel. It was decided, therefore, to use in the construction of this wall and the levees the native serpentine, which could be obtained in the immediate vicinity. The use of this material under a very favorable contract, instead of hard rock such as is ordinarily used in seawall construction, resulted in a saving of at least \$200,000 and the results obtained have amply justified the decision. Separate contracts were let for dredging, pile driving and rock embankment. The pile driving was completed in September, 1925, the dredging in November, 1925, and the rock embankment in June, 1926. The total cost was \$232,571. It is the intention to fill the area within the rock walls by using material obtained from the dredging of the main channel. Bids for this dredging were received but as they were considered to be too high and as the work would have extended into the grain shipping season and would have interfered with the movement of ships, the bids were rejected.

Islais Wharf Shed.

As a part of the program for providing facilities for the handling of export grain, and following the reconstruction of the outer Islais wharf, a shed was constructed adjoining the existing shed and extending over the reconstructed wharf. The addition is a one story, timber frame structure, 600 feet in length and varying from 45 to 70 feet in width. The work was completed in December, 1924, at a cost of \$22,862. With this addition the grain shed as it exists at present is 660 feet in length and 220 feet in width.

Raising Post Office Building.

The seawall between Mission and Harrison streets, a short section of which was constructed in 1910 and the remainder in 1914, is founded on very unstable subsoil. As a result the rock embankment, the street on the inshore side of the wall and the structures which have been built over the wall on piles driven into the rock embankment, are continually settling. In 1917 this became so pronounced that it was neces-

sary to raise the bulkhead wharf with the two story buildings resting thereon by jacking up the entire wharf and building up the reinforced concrete piles. This work extended southerly from Howard street a distance of approximately 1100 feet.

For some time past it has been increasingly evident that the building occupied by the post office at the foot of Mission street, a structural steel, reinforced concrete and brick structure, was settling unevenly and that it would be necessary to level it up by jacking as in the case of the wharf. In order that the results might be as effective as possible it was necessary to drive additional foundation piles and build reinforced concrete footings to jack against and to assist in carrying the weight of the building after the raising was completed. Considerable reconstruction was necessary in the building itself in connection with the raising in the way of repairs to cracked walls and ceilings and to overstressed structural steel connections. The work was finally completed in December, 1925, at a cost of \$21,066. Incidentally it may be remarked that the wall and structures between the post office and Howard street as well as those beyond that point which have already been raised have continued to settle and that sooner or later it will be necessary to raise this entire section of wharf with the superimposed buildings.

2. PAVING.

Following the established policy of the Board to gradually improve the condition of the streets under its jurisdiction by the construction of smooth surface pavement, an extensive paving program was carried out during the two years just past.

Embarcadero, Folsom to Berry Street.

In carrying out this improvement the street for a width of 70 feet from the easterly curb was paved with a Topeka wearing surface on a Portland cement concrete base, except that along the tracks leading to the piers a bituminous concrete base was used. It was also necessary to resurface the Belt Railroad, and the space between the main line tracks and the edge of the bituminous pavement was paved with basalt blocks. The work was completed in May, 1925, at a cost of \$166,237.

Embarcadero, Washington to Howard Street.

Following the completion of the subway at the foot of Market street and the raising and reconstruction of the street railway tracks, The Embarcadero was repaved from Washington street to a point between Mission and Howard streets. The pavement consisted of a Topeka wearing surface on a bituminous concrete base except at either end of the subway, where a Portland cement concrete base was used. The work was completed in August, 1925, at a cost of \$65,643 and was the final section which was necessary to provide a smooth surface pavement along the entire commercial water front from Powell street to Berry street.

Berry Street, Embarcadero to Third Street.

This connection between the water front and the industrial section of San Francisco is one the need for which has been recognized for

many years. Its construction was much simplified by the reclamation of the property on the south side of Berry street but it was only through the continued efforts of the Board that the project was started and is being carried to a successful conclusion. Berry street as it existed between Second and Third streets was only 47.5 feet wide and in order to provide a thoroughfare of sufficient capacity to accommodate the present and prospective traffic it was decided to make the pavement 80 feet in width. A strip 32.5 feet wide was taken from the state land adjacent and set aside to be used for street purposes. The pavement between The Embarcadero and Second street is 55 feet in width.

In connection with the work of paving, two Belt Railroad tracks were extended from The Embarcadero to Third street. One was located near the south line of the street to be used as an industrial and team track and the other on the north side with a curve across the street at the Third street end, to serve at some future time as a main line connection across Channel street. The work of paving Berry street, including the track work, was 80 per cent completed on June 30, 1926.

3. MAINTENANCE AND REPAIRS.

On account of the increased age of the structures along the water front, their maintenance has required the employment of a larger number of mechanics in all lines. This is particularly true as to pile drivers and top men on repairs to fender lines and track sections of timber piers, carpenters on the replacement of sills under timber sheds, and roofers and sheet metal men on various roof repairs. There has also been a large number of repairs of damages chargeable to steamship companies and of alterations and additions for the account of our tenants. Of the latter the most complicated job was the widening of the aprons at ferry slips 9 and 10 so as to accommodate two lines of automobile traffic. The work was planned so that the slips were in commission over each week end and our organization was complimented by the officials of the Southern Pacific Company for the efficient manner in which the work was carried out.

4. ELECTRICAL.

The largest single installation carried out by our electrical division during these two years was in connection with the China Basin Terminal Building. This included the installation of a dead front switch board, wiring for light and power in the building and for connections to ships and the installation of a six station fire alarm system.

Other work included the extensions of the underground system; wiring the crab and salmon market, Pier 40 and offices at Piers 35 and 41; installing lights around Fishermen's lagoon; rebuilding distribution system on Pier 7; replacing panel boards in Ferry Building with safety panels, etc. As in the past all maintenance and repairs as well as new installations were made by our own force.

5. DREDGING.

The dredging organization continued to maintain its good record of providing the necessary depth of water alongside the piers with a minimum of criticism from the steamship companies. A system was

inaugurated of providing small sheets of soundings of each slip taken immediately after dredging, which were furnished to the companies interested.

On account of their age it was found necessary this year to make extensive repairs to all of the floating equipment. This applies particularly to the two tug boats and the mud scows. It is also planned to make some alterations to the dredger, the principal change being the installation of new spud casings and 24-inch square spuds to replace the 17-inch round spuds. It is believed that this will greatly reduce the loss of time, the cost of mooring lines and the replacement of broken spuds and that the result will be a greater production and a reduction of unit operating costs.

6. TESTING.

The service rendered by the testing laboratory has been of great value in connection with the construction program of the two years just past. All materials used in the reinforced concrete and creosoted timber structures have been tested and inspected and this has also been done in the case of painting, roofing and paving materials. Numerous tests of concrete samples have also been made. As in the past our laboratory has handled all tests of construction materials and of concrete samples for the State Department of Public Works in connection with the construction of public buildings in various parts of the state. During the past year this work became so heavy that the Department furnished an assistant to work under the direction of our testing engineer.

7. DESIGNING AND DRAFTING.

During the two years just past it has been necessary to augment the designing and drafting force in order to handle an increased amount of work. Plans were prepared for the work described earlier in this report and there was the usual number of preliminary sketches and estimates, assignment records, the checking of contractors' details, etc. In addition plans for the following projects were completed or are in course of preparation.

Pier 48.

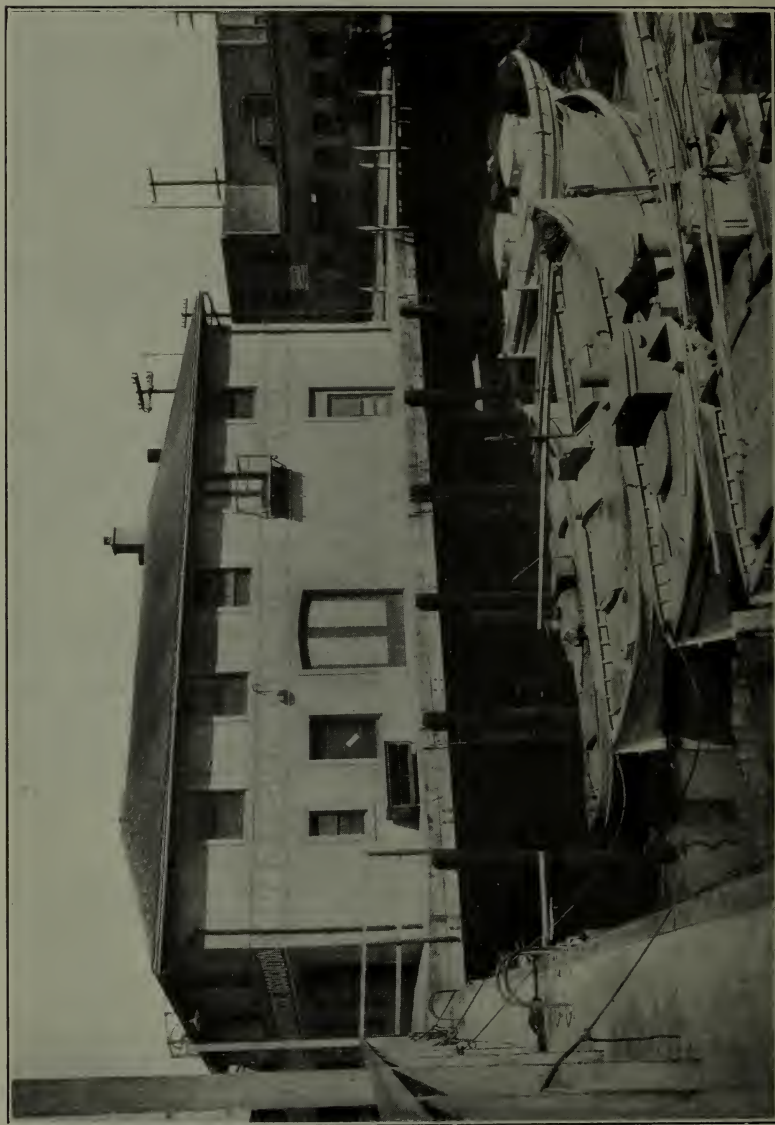
Detail plans for Pier 48, 369 feet wide, 610 feet long on the north side and 636 feet long on the south side, with a section of bulkhead wharf 53 feet in width by 500 feet in length. The outside track sections of creosoted piles and timber, the remainder of reinforced concrete.

Pier 45.

Detail plans for Pier 45, 382 feet in width, 1200 feet in length on the west side and 1313 feet on the east side. Three complete sets of plans based on different combinations of solid fill, reinforced concrete and creosoted timber construction.

Pier 15, Transit Shed and Track.

Detail plans for a depressed track along the south side connecting with the Belt Railroad and for a transit shed 64 feet wide and 760 feet long of timber construction.



FREE MARKET—FISHERMAN'S BASIN.—This building was constructed in 1926 to replace an older structure in accordance with the policy of the board in furnishing modern and sanitary conveniences for the market fishermen.

Piers 23-25, Bulkhead Building.

Detail plans for a bulkhead building extending from the south side of Pier 23 to the north side of Pier 25, 72 feet in width and 402 feet in length, timber frame construction, cement stucco exterior. The plans also include an extension to the wharf, 39 feet in width and 147 feet in length, of creosoted pile and timber construction.

Shops and Stores Building.

Detail plans for a reinforced concrete building from one to three stories in height to be located on the block bounded by Steuart and Folsom streets and The Embarcadero and to be used for the Harbor Commission shops, purchasing department stores and garage.

Dump Barges.

Detail plans for two steel dump barges of 300 cubic yards capacity, for use in connection with the dredger.

Pier 26, Repairs.

Detail plans covering repairs to the reinforced concrete beams and girders in the deck of Pier 26.

8. RECOMMENDATIONS.

In my last report four specific recommendations were made for your consideration. Two of the projects referred to, the paving of Berry street and the starting of the Islais Creek-India Basin Development, are now going forward. Plans are in the course of preparation for the other two, namely, the shops and stores building and the steel dump barges. I wish to repeat the recommendation made two years ago regarding these two improvements and in addition to mention the following projects and to recommend that they be carried out during the next two years.

Repairs to Concrete Structures.

Reference has been made to the preparation of plans for repairing Pier 26. Other reinforced concrete structures are probably in a similar condition. It is recommended that the work of making the necessary repairs be started and carried along as expeditiously as possible and that the underside of the concrete decks and the upper ends of the concrete piles be covered with a protective coating of asphalt.

Paving Embarcadero.

The portion of The Embarcadero between Piers 35 and 41 was the first along which smooth surface pavement was laid. This pavement is only 30 feet in width and it carries a concentrated traffic, the basalt block pavement in the remainder of the street being very little used. Between Pier 41 and Fishermen's lagoon at Taylor street, The Embarcadero is paved with basalt blocks. It is recommended that the smooth surface pavement be widened as far as Pier 41 and extended to Taylor street.

Wharf North of Pier 50.

The bulkhead wharf between the section which was constructed in connection with Pier 50 and the Santa Fe car ferry slip is an old timber structure. It is in need of extensive repairs and it was the intention to replace it with a reinforced concrete structure, at the time of the construction of Pier 48. As this work has been indefinitely postponed it is recommended that the wharf be constructed independently, with provisions for connecting Pier 48 whenever it is built.

9. GENERAL.

The fiscal year just past marks the end of the fifteenth year of my connection with the engineering department of the Board of State Harbor Commissioners and of my tenth year as chief engineer. It is with some measure of satisfaction that the development of the terminal facilities and of the commerce of the port during that time are noted. Of the former, the following is a summary of the more important items:

The construction of 23 piers and the China Basin Terminal; the construction of the seawall from Mission to Harrison street, thus completing the permanent wall and thoroughfare from Fishermen's lagoon to Channel street; the construction of The Embarcadero subway at the foot of Market street; the construction of various sections of the permanent reinforced concrete bulkhead wharf so that it is now continuous from Powell street to Second street; the connection of the two divisions of the Belt Railroad and its extension to the Transport Docks and Presidio; the beginning of the development of the Islais Creek-India Basin district. The increase in traffic is no less gratifying. During the same period the tonnage of cargo handled through the port practically doubled in volume.

In concluding this report I desire to express my appreciation of the support accorded to me by the Board in connection with the work of the biennial period, and also to commend the faithful cooperation of all employees of the Engineering Department.

Respectfully submitted.

FRANK G. WHITE,
Chief Engineer.

REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD.

To the Board of State Harbor Commissioners.

GENTLEMEN: I herewith submit report of Belt Railroad operations for the fiscal period July 1, 1924, to June 30, 1926.

OPERATION.

The Belt Railroad operations have largely increased during this period, due to establishment of new industries on its line with the consequent demand for prompt service. Among the larger of these industries are the Acme Gravel Co., Andersen, Smith & Hamilton, new buildings at Merchants Ice and Cold Storage Co., Standard Oil Co. and the recently completed Southern Pacific Co. automobile station at North Point and Leavenworth streets, also the China Basin warehouse, with its large track layout. Service is furnished during the entire 24-hour period, except on Sundays and legal holidays, between 8 a.m. and midnight.

In line with the increasing tonnage of the port, the Belt Railroad has handled an increased number of car loads and empties, as a comparison of the biennial period 1922-24 and 1924-26 will show. The growth is a steady natural increase.

During the year 1925 the State Belt Railroad, pursuant to a decision of the United States Supreme Court, was classed as a common carrier and placed in Class 2, Switching and Terminal Companies, by the Interstate Commerce Commission. Although the Belt Railroad has for many years filed with the Interstate Commerce Commission inspection reports on locomotives the order of the Interstate Commerce Commission involves the filing of many other reports in compliance with the hours of service law, safety appliance laws, accident reports, etc.

Another feature introduced during the period of this report is car inspection service, the Belt Railroad maintaining a force of inspectors whose duties are to inspect incoming cars for violation of the safety appliance standards.

Reference to the financial account of the Belt Railroad printed elsewhere in this report will show the amount of revenue and expense during the biennium.

MAINTENANCE.

Maintenance of roadway and buildings and maintenance of mechanical equipment have been kept at as low a cost as is consistent with good operation and safety. Switches and frogs have been replaced where necessary, and some new rails laid. Much of the track material in place has been in use for a number of years and will require future replacement. It is the intention to replace worn out rails on The Embarcadero between Pier 17 and Pier 5 immediately. Locomotives and other mechanical equipment have been kept in a state of high efficiency and this at a reasonable cost.

CONSTRUCTION.

Additional tracks have been constructed to serve the terminal warehouse at China Basin, Pier 50, Berry street track extension, and exten-

sion of Pier 40. These, with other smaller jobs of construction, have caused an outlay of \$84,403.04 for labor and material. Additional work is now in progress at Pier 50, new trackage being laid to serve that pier.

RECOMMENDATIONS.

As recommended in the previout report additional trackage should be provided for storage of cars, both north and south of Market street. This matter is becoming more urgent each year, as the business of the port increases. It would be practical to close that portion of The Embarcadero between Mason and Taylor streets and extend certain existing tracks in the ferry yard, thus providing needed trackage for this purpose.

Respectfully submitted.

T. J. MCGINTY,
Superintendent.

GRAIN TERMINAL TO BE DOUBLED.

The Board of State Harbor Commissioners is carrying forward extensive plans to meet demands of fast-growing trade in the Islais Creek section of the southern water front, reclaiming lands for more industrial sites and doubling space for operating plants. The Grain Terminal, which was built to receive and ship California grain crops, has in a few years become congested and the Harbor Commission has announced its purpose to double the plant as soon as possible. It was found necessary in the grain season of 1926 to check receipts of barley until shipments could be loaded in vessels chartered for foreign markets. Plans have been ordered for an additional unit to the Grain Terminal, to be erected immediately.

The Grain Terminal was opened in 1923 for handling crops to aid farmers in marketing grain that season, and it has been successfully operated by the Islais Creek Grain Terminal Corporation, a lessee of the state, three years. Barley loaded for export totals 229,673 tons for the period. The export shipments for 1923 were 26,350 tons; for 1924 59,171 tons; for 1925, 84,008 tons; and for 1926 to August 31, 60,144 tons. The seasonal increase from the first year to August 31, 1926, was 33,794 tons, which tells the story of growth for the Grain Terminal.

The Grain Terminal labor cost since the plant was started in operation was \$252,000, which was \$63,000 yearly distribution to San Francisco labor channels. And the business has returned to the state approximately \$7,000 monthly during the busy season.

Bulk handling of grain is being considered by the Harbor Commissioners, and it is planned to give the matter early attention. That improvement will be a great aid to western farmers and grain growers. They have always handled grain in sacks and found the cost of bags an expensive tax. On account of the high price of sacks during the last crop season farmers have almost demanded the change to a bulking system, grain terminal operators report. Small elevators are being built in the grain sections and it is necessary to provide bins at grain receiving points to bring about the bulk handling change, so necessary to successful grain farming in California.

REPORT OF ATTORNEY.

To the Honorable Board of State Harbor Commissioners.

GENTLEMEN: Much complicated and protracted litigation has been forced upon the Harbor Board during the past two years. The history of the cases constituting this litigation is as follows:

1. *U. S. vs. Spear*. This case is set down for hearing on the October calendar of the Supreme Court of the United States on its merits. It involves primarily the question of the right of the Interstate Commerce Commission to control the actions of the Board of State Harbor Commissioners of the State of California—a political arm or agency of the state and an expression of the sovereign power thereof—in the operation of the Belt Railroad. Secondarily, is involved the question of the individual liability of the Harbor Commissioners for torts—such as negligence involved in personal injury suits—committed in the operation of any of the activities on the water front within the jurisdiction of the Harbor Board. A motion to dismiss our appeal was made by the Solicitor General of the United States which the Harbor Board resisted, and the Harbor Board was sustained, the Supreme Court denying the motion to dismiss. This case presents many complex problems. The sovereignty of the State of California, questions of railroad law, interstate commerce law, torts, criminal liability, belt and terminal railroads, common carriers (both by land and sea), judicial notice, constitutional law—are all blended together and require a very nice discrimination in handling so as to give them their proper relations and at the same time preserve for resistance the first question raised in the institution of these suits, viz, the practice of levying fines against the Harbor Commissioners for alleged violations of Interstate Commerce law, of which the above is one. In passing, it might be remarked that we have about twenty cases of a similar nature, still pending, and awaiting the decision of the United States Supreme Court in this case. We have had as associate counsel in this case Mr. Frederick H. Wood of New York, Mr. Richard H. Wilmer of Washington, and the firm of Cravath, Henderson and de Gersdorff of New York, of which the two gentlemen are members. Mr. Wood is one of the most, if not the most, eminent railroad lawyers in this country. He was counsel for the Southern Pacific in the S. P.-U. P. unmerger case. This case in point of complexity and magnitude of wealth involved is one of the most famous cases in the history of American jurisprudence. The Attorney General of this state, Honorable U. S. Webb, has also given the Harbor Board the benefit of his wealth of experience and splendid legal attainments in the handling of this and other interstate commerce cases. The result has been that we are at last to have an appeal heard in these Belt Railroad cases on the merits of the questions involved. I am most confident that we will prevail. This case has required a good deal of thought, study, briefing, and several arguments in court below.

2. *U. S. vs. McCallum*. This was one of the Belt Line Interstate Commerce cases that was handled by the former attorney for the Board, and lost. I tried to save the case on appeal, and did a great deal of work; but the appeal was dismissed.

3. *Carey et al. vs. Spear.* This was a suit by plaintiff to recover damages for the infringement of patents for concrete pier construction of what is known as the "monolithic type." The patent involved is what is known as the "Ferguson patent." The amount sued for was \$405,000. Further embarrassment was promised the Board by threatened suits for injunction, etc. The case was settled for \$50,000. The Harbor Board deemed it wise to make a settlement in view of the fact that several decisions sustained on appeal had been given by different courts in favor of this patent.

4. *Taylor vs. Spear.* This case was won by the Harbor Commissioners by decision of the Supreme Court of the State of California in bank, rendered in August, 1925. This case decided questions that for twenty-five years, or more, had agitated the Harbor Board and had been litigated but never settled. The main point involved in this case was the establishment of the absolute control of the Harbor Board over the water front under its jurisdiction. The decision upheld the right of the Board to remove anyone holding a concession at the pleasure of the Board upon thirty days' notice, according to section 2524 of the Political Code. Theretofore, injunctions had been obtained by persons whom the Board sought to remove. The decision in this case established the fact that injunctions can not be rendered against the Harbor Board, sustaining the principle established by the Supreme Court of the United States that neither by mandamus or injunction will courts be permitted to interfere with executive or administrative officers or boards of a state.

5. *Somers vs. Spear.* This was an action against the Harbor Commissioners and the Islais Creek Grain Terminal alleging an attempt to injure plaintiff. Injunction was denied and the case was later dismissed.

6. *People vs. Coryell.* This case was brought to trial, a jury summoned, and as we were about to select a jury, defendant Coryell waived a jury and the case was sent to another department where it is now pending. The case involved a charge for dredging some of defendant's tide land property by the Harbor Board. The amount of the suit was \$2,377.66.

7. *People vs. Cassaretto.* This action involves the right of the Harbor Board to charge tolls for the use of waterways kept navigable by the Board. The particular waterway in the instant case is Channel street. The charges are against the defendant for using the waterway for transporting gravel on his barges. The amount in the particular case is small, but the amount of revenues of the Harbor Board involved is very great, running into hundreds of thousands of dollars. We have not yet passed the demurrer stage, but have had three or four different hearings, several arguments, and two or three briefs. Defendant is questioning the validity of the charge, claiming that the waterway is free to everybody. The case has been submitted after argument to the court for decision on briefs for about three weeks.

8. *Henry Cowell Lime and Cement Company vs. Harbor Board.* This is an action to restrain the Board from removing plaintiff from state property. The case has been transferred from one department to

another and is now finally in Department 2, San Francisco superior court and is on the calendar for trial. We are bending every effort to have the case tried so that we may get a decision on appeal to the Supreme Court.

9. *Gillson vs. Sherman*. This is an action for writ of mandate to compel the Harbor Board to draw a warrant for salaries for wharfingers increasing their compensation. The writ was issued and the plaintiff died. The case is *in statu quo*.

10. *Golden Gate Ferry Company vs. Kearny Investment Company*. This was an action involving six blocks of tide land, claimed by the Kearny Investment Company and held by the Supreme Court to belong to the State of California. The Harbor Board did not participate directly in the action, but is now compelled, by reason of this decision, to take the proper measures in asserting control of this property. This has involved the consideration of many questions concerning tide lands, state sovereignty, and the many, many conflicting chains of title affecting the Pueblo of San Francisco. As the result of this legal study and investigation caused by this decision and directed by Mr. Sherman, president of the Board, the Harbor Board has discovered twenty-four more blocks of an approximate value of a million dollars each, belonging to the State of California. That is the estimated value of each of the six blocks that the Kearny Investment Company was denied title to. In connection with this tide land litigation, the Harbor Board is now having prepared, by direction of Mr. Sherman, the president, by competent searchers of record, a map showing all the properties under jurisdiction of the Harbor Board and the history of the title to each piece of property. Up to date a most chaotic condition of affairs has existed, and many squatters are claiming title to state property. By preparing this authentic map and history of title it will be possible to definitely establish what are and what are not harbor properties.

11. *Admiralty Case—Steamer Finland*. This boat rammed Pier 16 near Howard street and caused a damage of about \$60,000. The Steamship Company was at first disposed to evade liability but later settled. This case involved an exhaustive study of admiralty law and conditions surrounding the accident to the wharf. As the result of our investigations, radical changes in the pilotage laws should be made, if damages to wharves by ships are to be certain of recovery.

12. *Insurance*. Fire damaged Pier 40 at the very hour that the Harbor Board was accepting the construction work done on this pier. Some nice questions as to what insurance should care for the damage, how much the contractor, the Clinton Construction Company, should contribute, if anything, and the negligence that was the cause of the fire, were involved in this matter, requiring much time, study and many conferences. The amount of damage by fire was some sixty odd thousand dollars.

13. *Re Atlantic Gulf and Pacific Steamship Corporation, Bankrupt*. This involved the question of the claim of the Harbor Board to tolls collected by the bankrupt and converted to its own use. These tolls belonged to the Harbor Board and should have been turned over by

this company. This involved over fifteen hundred dollars, and required considerable investigation as to the validity of the claim. Recently a deposition for the prosecution of the claim had to be taken here, requiring considerable time. The claim is being prosecuted in the District Court in Baltimore Md., by associate counsel.

14. *People vs. G. W. McCarthy and J. V. Fox.* These suits were brought against defendants for damages done to harbor property involving small amounts. The case is on the calendar waiting for trial.

15. *Contracts.* Twenty-four miscellaneous contracts, involving \$1,673,726.27, were drawn and executed.

Special Contracts. Contract for Embarcadero Bus Line, involving a great deal of study and many conferences with city officials, was drawn and executed by the Harbor Board and the city.

Agreement for widening Berry street, involving much study and numerous conferences with city officials, was drawn.

Blue Line Construction Company. Numerous contracts prepared by this company for agreements with the Board to do certain work and to obtain modifications of original agreements had to be passed upon. These were somewhat complicated and of considerable length.

16. *Leases.* Five miscellaneous leases and three transfers of leases were drawn.

Special Leases. Leases of the Toyo Kisen Kaisha and Nippon Yusen Kaisha, involving questions of assignment and considerable study and many conferences with the officials of both companies, were examined. Pending.

Mission Rock Lease. Examination of the different branches of law pertaining to an agreement with the Mission Rock owners for extension permitting ingress and egress to the Rock, was made. A great deal of time was consumed in conferences with various people relating to this matter.

17. *Inquests.* Attended four coroner's inquests on persons killed in or around the water front under jurisdiction of the Harbor Board.

18. *Legislature.* I was in attendance on the state legislature at Sacramento at the session of 1925 on an average of once a week during the entire session on business affecting the administration of the harbor.

Innumerable letters have been written and advice on many legal questions, of which no record has been made, has been given to the Board.

Respectfully submitted.

W. T. PLUNKETT.

San Francisco, Cal., October 5, 1926.



Subway under street car loop at Ferry Building.

MORE THAN A THOUSAND MOTOR CARS PASS THROUGH THE SUBWAY HOURLY.

When the San Francisco Harbor Commission subway was opened to traffic a year ago, count of vehicles passing through ran into thousands and within a week the daily record of motors going through the bore had reached 8000. The travel continued fast and within a few months the rush had increased until business men guessed the traffic had reached about 10,000, but no actual count was made until the Board's Engineering Department recently sent two men to make an accurate count of motor vehicles passing through the subway in a day of ten hours.

On the eighteenth day of May, 1926, from 7 a.m. to 6 p.m., 11,269 motor vehicles passed through the subway. That was on a Tuesday, when the travel was about as usual, and no horse drawn vehicle was in the string. There were two tie-ups by motor trouble, one of eight minutes and one of four minutes in northbound trips during the day, which cut down the total at least 60 cars.

The official count reported for the ten hours was as follows:

Time	Passenger autos	Commercial machines
Southbound—		
7 a. m. to 8 a. m.-----	180	83
8 a. m. to 9 a. m.-----	214	234
9 a. m. to 10 a. m.-----	189	289
10 a. m. to 11 a. m.-----	188	295
11 a. m. to 12 m.-----	192	297
12 m. to 1 p. m.-----	147	134
1 p. m. to 2 p. m.-----	174	259
2 p. m. to 3 p. m.-----	226	322
3 p. m. to 4 p. m.-----	189	354
4 p. m. to 5 p. m.-----	266	350
5 p. m. to 6 p. m.-----	259	212
	<hr/> 2224	<hr/> 2829
Northbound—		
7 a. m. to 8 a. m.-----	273	210
8 a. m. to 9 a. m.-----	243	314
9 a. m. to 10 a. m.-----	243	289
10 a. m. to 11 a. m.-----	285	332
11 a. m. to 12 m.-----	260	330
12 m. to 1 p. m.-----	226	143
1 p. m. to 2 p. m.-----	242	308
2 p. m. to 3 p. m.-----	245	375
3 p. m. to 4 p. m.-----	256	409
4 p. m. to 5 p. m.-----	291	404
5 p. m. to 6 p. m.-----	397	141
	<hr/> 2961	<hr/> 3255
Totals -----	5185	6084

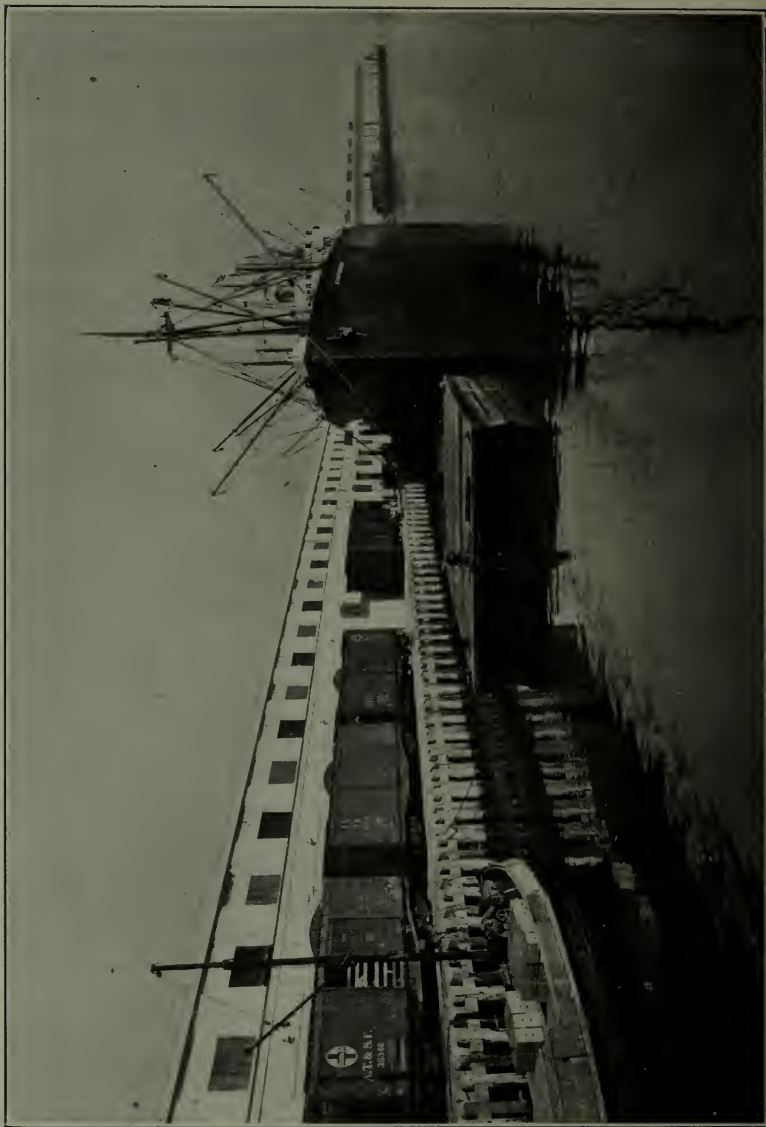
The total length of the subway is 986 feet, extending from Mission street to Merchant street, the approaches being each 298 feet and the closed section 390 feet in length. The cost of the completed structure was \$333,496, of which the Harbor Commission paid 50 per cent, San Francisco 25 per cent and the street railways the other 25 per cent. The contract price was \$238,700, and the carefully estimated cost was \$342,000, the figures telling the story of careful business control of the harbor under the incumbent commission. Work on the subway was started December 6, 1923, and the underground thoroughfare was opened for traffic May 2, 1925. And it has never been closed to commercial use since the opening day. Nor has the subway been wet at any time, though the solid concrete floor was laid six feet below tide level.

HARBOR FACILITIES.

	Total, June 30, 1924
Pier and wharf area—	
Covered.....acres	81.52
Uncovered.....acres	74.57
Upper floor covered.....acres	3.06
Total.....acres	159.15
Berthing space, exclusive of pier ends.....miles	18.31
Car ferry slips.....	6
Passenger ferry slips (including 4 auto ferry slips).....	13
Number of vessels, averaging 400 feet in length, which can berth simultaneously.....	240
Monthly cargo capacity, based on 50 per cent of area, at 500 pounds per square foot. (Tons of 2,000 lbs.):	
Covered.....tons	480,000
Uncovered.....tons	370,000
Total.....tons	850,000
Cargo handling devices—	
15-ton locomotive crane.....	1
Portable elevator.....	1
Portable tiering machine.....	1
Gasoline tractor.....	1
Electric tractor.....	1
Four-wheel cargo trucks.....	12
Stationary cargo masts—Pier 29—	
Two sets of six spans each—two hooks per span; capacity per span.....tons	3
Belt Railroad mileage—	
Main line.....miles	9.85
Pier and wharf tracks.....miles	11.50
Yards and sidings.....miles	25.64
Total.....miles	46.99
Car capacity—	
Pier and wharf tracks.....cars	1,150
Yards and sidings.....cars	1,750
Total.....cars	2,900

HARBOR FACILITIES—Continued.

Detailed mileage statement of Belt Railroad and other railroad track within the jurisdiction of the Board of State Harbor Commissioners	Miles			
	Main line varying from single-track to four-track line		Pier and wharf tracks outside bulkhead line	Yard and sundry tracks
	Original single track	Additional parallel tracks		
Administered as Belt Railroad.				
1. Operated and fully controlled by Board—				
China Basin to Market Street.....	1.24	2.27	3.78	4.13
Market Street to Mason Street.....	1.62	2.74	5.09	4.52
Mason Street to Fort Mason Tunnel (east portal).....	0.70			0.73
West of east portal of tunnel.....	1.28		0.64	2.59
2. Operated by others, but controlled by Board—				
South of China Basin.....			0.98	1.03
3. Operated by Board but controlled by railroad—				
China Basin to Market Street.....				2.74
Market Street to Mason Street.....				7.01
North Point street line and its branches.....				2.89
Totals.....	4.84	5.01	10.49	25.64
Total Belt Railroad trackage, 45.98.				
Not Administered as Belt Railroad.				
4. Operated and controlled by railroads—				
South of China Basin.....			1.87	10.44
North of China Basin.....				0.06
Totals.....	4.84	5.01	12.36	36.14
Total harbor trackage, 58.35 miles.				



CHINA BASIN TERMINAL—WATER SIDE.—The two-story structure constitutes a concrete wharf shed with a ramp at the back to the second floor and a water side berth 1000 feet long and 35 feet deep at low water.

CALIFORNIA'S GREAT INLAND EMPIRE.

SACRAMENTO AND SAN JOAQUIN RIVERS SUPPLY HALF OF SAN FRANCISCO'S TONNAGE.

The Port of San Francisco is the only combined river and bay port on the Pacific, and in volume of commerce is the outlet for an inland empire larger than all the states of New England—a state port that is the ocean trade depot for three-fourths of the fifty-eight counties of California and large areas of adjoining states. There are 785 miles of navigable inland waterways emptying into San Francisco Bay on which large passenger and freight steamships operate and deliver to state docks 45 per cent of the tonnage that made up the San Francisco harbor total of 10,801,434 gross tons in 1925.

The inland waterways tonnage over San Francisco piers in 1925 was 4,637,408 tons, which at the accepted valuation of \$60 per ton makes the value of the traffic for the year \$278,244,480. Taking the reported inland waterways tonnage for all San Francisco Bay ports, 11,486,364 tons, valued at \$60 per ton, the grand total of inland traffic for 1925 was worth \$689,181,840. It will be seen from this showing that San Francisco port is largely a California state development.

Of the fifty-eight counties in California twenty-two comprise the great agricultural empire, 350 miles in length and 40 to 70 miles in width, drained by the Sacramento and San Joaquin rivers, navigable streams that empty into San Francisco Bay. The watershed of the Sacramento River is about 26,000 square miles and the watershed of the San Joaquin River is nearly 32,000 square miles. Six rivers are tributary to the Sacramento River and twelve streams run into the San Joaquin River. The irrigated area of the Sacramento Valley in 1922 was 949,400 acres, and the San Joaquin Valley irrigated area was 2,955,600 acres. The products of these extensive areas, less than half of the acreage cultivated, make up much of the enormous inland tonnage of San Francisco.

TRAFFIC INCREASING.

This inland traffic is ever on the increase as the reports of tonnage indicate. The river commerce of the San Joaquin, Sacramento and Mokelumne rivers in 1924 was 1,969,010 tons; for 1925, 2,353,356 tons, showing an increase of 384,346 tons.

The value of all goods carried up and down the Sacramento and San Joaquin rivers in 1924 was \$96,848,300; for 1925, \$133,675,166, an increase of \$36,826,866.

In the carrying of this valuable trade 395 vessels of various types were employed—river steamers, gasoline launches, barges, etc.

In addition to the freight business, there is also a large passenger travel. In 1925 there were 215,803 passengers carried up and down the Sacramento and San Joaquin rivers.

There was a time when all up-river, in fact all up-valley, trade went by boat. The river trade was large and lucrative as far back as 1851.

In the last thirty years the variations and increases in tons are shown by the following figures:

1895-----	771,000
1905-----	938,000
1915-----	1,493,000
1924-----	1,969,000
1925-----	2,353,356

Of the 1925 tonnage, the Sacramento River carried 1,427,230 tons valued at \$80,500,145; passengers carried, 74,890. The San Joaquin River carried 849,687 tons valued at \$47,192,499; passengers carried, 131,520. The Mokelumne River carried 76,439 tons valued at \$5,982,522; passengers carried, 9,393. The increase in commerce in 1925 over 1924 was 9 per cent in tonnage and 27 per cent in value for the Sacramento and 14 per cent in tonnage and 19 per cent in value for the San Joaquin River, reports to the federal government state.

The shipping goes as far as Chico landing on the Sacramento River, on the Mokelumne River as far as New Hope landing, in San Joaquin County, and on the San Joaquin River as far as Stockton, distant 100 miles from San Francisco. Light craft run farther up river and through the delta streams south and west of Stockton, handling vegetable products.

WONDERFUL DELTA SECTIONS.

In the delta sections between Stockton and Sacramento there are 300,000 acres of wonderfully productive irrigated fields which are reached by small freight vessels that have many navigable channels open to them in moving vegetable crops. These intersecting channels have an average depth of nine feet of fresh water which is available for irrigation of the lands as well as for navigation by small craft. The leading crops so moved are potatoes, onions, corn, barley, beans, celery and asparagus. The largest asparagus and celery fields in the world are in this delta section and the products are sent to every country. The total value of vegetable food products shipped from Stockton alone in 1924 was \$5,000,000.

The upriver traffic on both streams consists chiefly of fuel oils, merchandise, fertilizers, etc.

Regardless of where the commerce originates, its destination is always the same, namely, San Francisco and other bay ports, with the bulk of it for San Francisco.

The Sacramento River is navigable to Red Bluff, a distance of 250 miles, and the San Joaquin River is navigable to Stockton, a distance of 100 miles. Connecting streams through the wonderfully fertile delta areas are open to large passenger and freight steamboats making daily trips to San Francisco. Two handsome steel steamers, costing \$1,000,000 each and carrying 1800 tons of freight with 100 passengers, have recently been added to the well equipped fleets operating on these great rivers by the California Transportation Company, whose executive head, Captain A. E. Anderson, has a splendid vision for the future development of the Port of San Francisco in all of its activities.

EIGHTEEN RIVERS FLOW INTO THE BAY.

Eighteen rivers flow into the navigable California inland waterways, six of the streams tributary to the Sacramento River and twelve running into the San Joaquin River, all emptying into San Francisco Bay. The research department of the California Development Association supplied the following information covering the areas of the great inland empire and the tributary rivers under date May 27, 1926:

SACRAMENTO VALLEY COUNTIES.

	Total Acres	Irrigated Acres, 1922
Butte -----	1,086,720	98,200
Colusa -----	729,600	135,700
Glenn -----	855,680	119,500
Placer (partial) -----	903,040	36,000
Sacramento -----	629,120	130,400
Shasta (partial) -----	2,469,120	52,900
Solano -----	526,080	90,100
Sutter -----	389,120	85,400
Tehama -----	1,872,000	49,200
Yolo -----	648,960	124,900
Yuba -----	404,480	27,000
Total Valley -----	10,513,920	949,400

RIVERS TRIBUTARY TO SACRAMENTO RIVER.

Pit River, McCloud River, Feather River, Yuba River, Bear River, American River.

Navigable mileage of Sacramento River between mouth and Red Bluff (upper terminus), 250.6 miles.

SAN JOAQUIN VALLEY COUNTIES.

	Total Acres	Irrigated Acres, 1922
San Joaquin -----	926,720	304,000
Stanislaus -----	928,000	244,300
Merced -----	1,276,800	388,500
Fresno -----	3,808,000	600,400
Kings -----	741,760	445,000
Tulare -----	3,107,840	515,400
Calaveras -----	657,280	100
Tuolumne -----	1,401,600	500
Mariposa -----	936,320	-----
Madera -----	1,351,680	136,300
Kern -----	5,121,920	321,100
Total Valley -----	20,257,920	2,955,600

RIVERS TRIBUTARY TO SAN JOAQUIN RIVER.

Kern River, Tule River, Kaweah River, Kings River, Fresno River, Chowchilla River, Merced River, Tuolumne River, Stanislaus River, Calaveras River, Mokelumne River, Cosumnes River.

Navigable mileage of San Joaquin River between mouth and Hills Ferry (upper terminus), 128.5 miles.

GOLDEN GATE BAR HAS NEW DEEP CHANNEL.

Two years ago Colonel Herbert Deakyne, U. S. Corps of Engineers, in charge of harbor work and directing the operations of the government dredge "Culebra" in cutting the projected main ship channel through the San Francisco outer bar, announced that it was expected to complete the channel 2000 feet wide and 40 feet deep at mean low water by June 30, 1926. On the 20th of June, 1926, the Pacific fleet of warships steamed out through the new channel due west into the Pacific and naval officials radioed back that the only drawback to San Francisco harbor had been removed.

The "Culebra," which was first used in digging the Panama Canal, was purchased by the War Department for Pacific coast dredging and was brought to San Francisco and assigned to the bar cutting project in 1924. After five months' operation the dredge was temporarily sent to Gray's harbor, returning to San Francisco in October, 1924, to continue the outer bar work.

The great dredge was employed on the San Francisco bar project from October, 1924, to the completion of the job, under the direction of Major John W. N. Schulz, district engineer for the War Department. The survey of the channel made in May, 1924, gave the controlling depth 37 feet at mean low water.

The "Culebra" left the channel 42 feet deep. It is officially reported that 2,500,000 cubic yards of sand were removed from the bar and dumped into deep water far out in the ocean. No mud was found on the bar. Sand will be slowly washed in by the swift currents that run through the new channel, but the "Culebra" will remain on the coast for any further dredging that may be found necessary. It is believed by federal engineers that the "Culebra" will be obliged to go over the bar a few months each year to clean out sand, but that work will not interfere with navigation. The big dredge is provided with a suction drag which draws sand into hoppers in the hold of the vessel and drops its loads through openings in the bottom, as small dredges used in the bay are unloaded.

BAY TRAVEL SAFEST IN THE WORLD.

"The public may safely feel that the very efficient supervision of the local steamboat inspection service and the resultant care exercised by the masters of ferry boats and other vessels in this district have reduced to the minimum the danger of any catastrophe occurring on San Francisco Bay due to fog conditions."

This finding was announced in a report made in July, 1926, by Captain C. W. Saunders, operating manager of the Matson Steamship Company, as chairman of a special committee of steamship operating experts named by President Wm. A. Sherman of the Board of State Harbor Commissioners to investigate dangers in navigation on San Francisco Bay during foggy weather. The committee was appointed in February, 1926, at a time when vessels were moving cautiously, following federal regulations covering navigation and making fewer trips because of fogs which caused some uneasiness to commuters.

The matter of bay traffic control was suggested by the Alameda County Commuters' Club, who requested President Sherman of the Harbor Commission to call into conference representative men who have to do with bay traffic. This was done and it was the sense of the assembly that a special committee be named to make a thorough survey. The committee communicated with American and foreign port officials and learned that beyond usual governmental rules and regulations there existed no regular plan for traffic control. The committee made its report July 8, 1926.

High lights of the report were as follows:

"Records of bay operations from 1910 to 1925 reveal that 750,000,000 persons were carried on ferry steamers, and of these only two lost their lives in fog crashes. Compared with railway, automobile and other methods of transportation, bay transportation is the safest in the world and the committee is of the opinion that there is no necessity to establish further bay traffic control. Ordinary fog signals have been maintained for years by the government to protect navigation in and out of the harbor, and the harbor board has, in addition to former existing signals, added safeguards to protect life and property."

FOUR FIRE BOATS IN SAN FRANCISCO HARBOR.

Two well equipped fire boats, named in honor of deceased fire department chiefs in San Francisco, "Dennis T. Sullivan" and "David Seannell," protect shipping in the harbor and state properties on the water front. This fire boat department is maintained by the city of San Francisco and the Board of State Harbor Commissioners, the state paying half the expense.

The state's portion of the cost in 1925 was \$65,000 and the present assessment is about \$79,000 annually, owing to salaries for the firemen. The Harbor Commission has been pleased to meet the state's half of the cost of the water front fire department and when the state budget was overreached pledges were given to meet any deficiency through new budget allowances.

In addition to the two San Francisco fire boats, the State Harbor Commission has always in service two state fire boats fully equipped for double service as launches and fire boats. These state fire boats are the "Governor Markham" and "Governor Irwin," from whose fire towers 2700 gallons of water can be thrown a distance of 250 feet before breaking. These two state fire tugs can throw sixteen streams of water in addition to the streams from water towers. Eight streams of fire hose from two and a half to three inches in size can be put out at 150 pounds pressure. There are always ready for fire fighting four well equipped fire boats that will protect the \$50,000,000 worth of state properties on the water front.

These fire boats respond to alarms for fires on the water front or aboard vessels in the stream, and when needed they reinforce the city's auxiliary high pressure system by delivering salt water at high pressure into the distributing pipes, forcing water 758 feet above the city base.

Two monitor batteries and water towers with nozzles two inches to four inches in diameter are mounted on the deck houses of the city fire boats, and the water towers may be raised to a height of 55 feet above the deck. Portable monitor batteries with nozzles up to two and three-fourths inches are at each end of the boats. Such monitors may be connected with two sockets on each side of the decks and there are five sockets on each side of the boats into which nozzle cradles may be fitted to hold streams playing on under-wharf fires. Two manifolds, each with three and one-half-inch outlets, are fitted on each side of deck housetops to connect with twenty lines of hose. Each boat carries 5000 feet of three-inch hose, 2000 feet of three and one-half-inch hose and 1000 feet of one and one-half-inch hose. A house erected by the State Harbor Commission is maintained on the wharf at each station for the officers and crew of thirteen men.

San Francisco's fire fighting vessels will respond to calls from all ports on the bay and are ready to fight fires at government stations on Angel Island, Alcatraz, Yerba Buena Island and Mare Island Navy Yard.

Vessels exposed to water front fires are towed to safety points by the fire tugs and ships afire carrying explosives are towed to isolated stations, with fire streams from the boats playing on them until all danger is past.

THE BOARD'S BOND ISSUES.

There have been five issues of state bonds for constructions on the San Francisco water front, commencing in 1891, when provision was made for the erection of the Ferry Building, and including the last issue of 1913 for construction of seawall wharves, piers and other betterments.

The authorized bond issues amounted to \$22,600,000 and the interest fixed in all issues was 4 per cent. Underwritten by the state the security made them marketable at that low rate. Provision was made in the act of 1903 for the redemption of bonds by lot, when sufficient money was in the sinking fund, and it was made compulsory upon the State Treasurer to advertise the redemption of such bonds once a year.

Authorized Bond Issues.

Depot and Ferry Building-----	Act of 1891-----	\$600,000 00
San Francisco Seawall Fund-----	Act of 1903-----	2,000,000 00
Second Seawall Fund-----	Act of 1909-----	9,000,000 00
India Basin Purchase-----	Act of 1909-----	1,000,000 00
Third Seawall Fund-----	Act of 1913-----	10,000,000 00
Total -----		\$22,600,000 00

There remains outstanding in these bond issue \$14,853,000 and a balance of \$5,147,000 unsold bonds.

DRY DOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO.

Graving Docks.

HUNTER'S POINT.

Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 86 feet; depth, over sill, 29 feet.
- No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth over sill, 45 feet 6 inches.

Floating Dry Docks.

Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons.
- No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons.
- No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons.
- No. 5. Length, 421 feet; width, 90 feet; capacity, 12,000 tons.

Moore Shipbuilding Company:

- No. 1. Length, 650 feet; width, 90 feet; capacity, 20,000 tons.
- No. 2. Length, 350 feet; width, 90 feet; capacity, 9,500 tons.

Marine Railways.

Bethlehem Shipbuilding Corporation, Limited:

- No. 1. Length, 320 feet; capacity, 4,000 tons.
- No. 2. Length, 270 feet; capacity, 2,000 tons.

Moore Shipbuilding Company:

- No. 1. Length, 380 feet; width, 76 feet; capacity, 8,000 tons.
Length of largest vessel taken, 450 feet. With extensions.
- No. 2. Length, 442 feet; width, 76 feet; capacity, 8,000 tons.
Length of largest vessel taken, 510 feet. With extensions.
- No. 3. Length, 360 feet; width, 76 feet; capacity, 5,400 tons.
Length of largest vessel taken, 430 feet. With extensions.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

- No. 1. Length, 340 feet; width, 66 feet; capacity, 4,000 tons.
- No. 2. Length, 290 feet; width, 60 feet; capacity, 2,500 tons.

Hanlon Dry Dock and Shipbuilding Company:

- No. 1. Length, 434 feet; capacity, 12,500 tons.

Shear Leg Derricks.

Bethlehem Shipbuilding Corporation, Limited:

- 1 stationary, 100 ton capacity.
- 1 stationary, 50 ton capacity.
- 1 floating, 20 ton capacity.

Moore Shipbuilding Company:

- 1 stationary, 100 ton capacity.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

- 1 stationary, 40 ton capacity.

Floating Boom Derricks.

Smith, Rice and Company, Incorporated:

- 1 derrick, length of boom, 100 feet; lifting capacity, 75 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 20 tons.

Crowley Launch and Tugboat Company:

- 1 derrick, length of boom, 110 feet; lifting capacity, 75 tons.
- 2 derricks, length of boom, 100 feet; lifting capacity, 25 tons.
- 2 derricks, length of boom, 100 feet; lifting capacity, 5 tons.

Henry C. Peterson, Incorporated:

- 1 derrick, length of boom, 100 feet; lifting capacity, 7 tons.

Haviside Company:

- 1 derrick, length of boom, 96 feet; lifting capacity, 15 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 50 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

- 1 derrick, length of boom, 90 feet; lifting capacity, 7 tons.

**TONS OF FREIGHT DISCHARGED AND LOADED OVER THE STATE WHARVES
DURING THE THIRTY-TWO YEARS FROM 1894 TO 1926.**

<i>Year</i>	<i>Tons</i>
1894-1895-----	3,729,367
1895-1896-----	3,848,461
1896-1897-----	3,657,219
1897-1898-----	3,894,362
1898-1899-----	4,154,543
1899-1900-----	4,646,157
1900-1901-----	5,048,831
1901-1902-----	4,890,679
1902-1903-----	5,203,485
1903-1904-----	5,528,048
1904-1905-----	5,292,113
1905-1906-----	5,748,992
1906-1907-----	6,802,793
1907-1908-----	6,468,527
1908-1909-----	6,325,078
1909-1910-----	6,866,148
1910-1911-----	6,629,122
1911-1912-----	6,798,726
1912-1913-----	7,528,965
1913-1914-----	7,253,896
1914-1915-----	7,947,117
1915-1916-----	8,900,255
1916-1917-----	9,389,417
United States transport wharves, Western Sugar Refinery wharves, and Bethlehem Shipbuilding Corporation wharves -----	465,142
1917-1918-----	9,707,612
United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves -----	550,000
1918-1919-----	8,678,791
United States transport wharves, etc., etc.-----	519,678
1919-1920-----	8,916,798
United States transport wharves, etc., etc.-----	550,000
1920-1921-----	8,208,577
U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc. -----	304,510
1921-1922-----	8,193,435
U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc. -----	434,565
1922-1923-----	8,628,000
1923-1924-----	10,087,936
1924-1925-----	10,607,309
1925-1926-----	10,099,336
	10,652,076

SAN FRANCISCO PILOTAGE AND TOWAGE RATES.

**Port of San Francisco—Charges, Regulations, Etc., Not Under Jurisdiction
of Board of State Harbor Commissioners.**

PILOTAGE.

Jurisdiction: San Francisco Board of Pilot Commissioners, a state body, composed of three members. Office of Commissioner, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and licensed and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage.

Rates for pilotage are fixed by state law as follows:

All vessels under 500 tons, \$2 per draught foot;

All vessels over 500 tons, \$2 per draught foot and 2 cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, \$1 per draught foot;

All vessels over 500 tons, \$1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

TOWAGE.

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

Sailing Vessels.

The cost of towage from sea (lightship) to anchorage varies with distance and size of vessel, ranging from \$100 to \$250.

For moving a vessel of 2000 tons net register in the harbor the charges are approximately:

Docking, city front-----	\$75 00
Stream to Port Costa or Port Costa to stream-----	175 00
Stream to sea (lightship)-----	200 00
Fore and aft rigged vessels pay, according to size, from \$20 to \$30 for docking, and from \$50 to \$100 for towing to sea.	

Steam and Motor Ships.

(Charges based on net tonnage of vessel.)

1. Services of tug assisting to dock on city front-----	\$25 00 to \$40 00
2. Towing (without power) from dock to dock between Meiggs (Fisherman's) Wharf to Mission Rock-----	75 00 to 150 00
3. Services of tug assisting to Union Iron Works or Hunter's Point-----	40 00 to 70 00
4. Towing (without power) to Union Iron Works or Hunter's Point-----	90 00 to 225 00
5. Services of tug assisting to Oakland Harbor (East of Bridge at Webster street)-----	50 00 to 75 00
6. Towing (without power) to Oakland Harbor-----	100 00 to 250 00

PORT WARDEN.

Port Warden. Appointed by Governor.

Fees: \$15 for each survey, but not to exceed \$75 on any vessel; rates on foreign vessels 50 per cent greater; separate certificate of surveys required by different consignees, \$2.50 each; \$10 each order of sale.

Water Rates Now in Effect in the Port of San Francisco.

Gallons—	Cubic feet	New rate
10,000-----	1,334	\$15 70
20,000-----	2,667	19 54
30,000-----	4,000	23 12
50,000-----	6,667	29 84
100,000-----	13,334	46 64
200,000-----	26,667	80 24

UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS.

CUSTOMS DISTRICT.

The Customs District of the Port of San Francisco comprises all that portion of the State of California north of the county of Santa Barbara.

Custom House, located at Washington and Battery streets, San Francisco. Customs Officers: Collector of Customs, W. B. Hamilton; Assistant Collector of Customs, Henry E. Farmer; Acting Surveyor of Customs, John T. Stone; Comptroller of Customs, John J. Deane; Appraiser of Customs, Bert Kahn.

CUSTOMS FEES.

The ordinary entrance fees for vessels arriving from foreign ports with cargo are \$5.70 for foreign vessels and \$2.70 for American vessels.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are \$2.70.

Foreign vessels entering from a domestic port are charged a fee of \$2; likewise a fee of \$2 for clearing to a domestic port.

UNITED STATES INSPECTION OF STEAM VESSELS.

John K. Bulger, Customs House, Supervising Inspector First District.
Joseph P. Dolan, United States Local Inspector of Boilers.
Frank H. Turner, United States Local Inspector of Hulls.
Walter Macarthur, United States Shipping Commissioner, Appraiser's Building.

UNITED STATES IMMIGRATION SERVICE.

John D. Nagle, Commissioner of Immigration; offices: Angel Island and Appraiser's Building, San Francisco.

UNITED STATES QUARANTINE SERVICE.

Dr. R. H. Creel, Surgeon, United States Public Health Service, in charge; offices: Angel Island and Barge Office, Fisherman's Wharf, San Francisco.

The federal government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required, the charge amounts to about thirteen cents per thousand cubic feet of air space fumigated, plus one dollar for supervision and two dollars labor. This applies where the operation is conducted at the Angel Island Station, but in cases where vessels are fumigated on the San Francisco side, the expenses of the fumigating officer amounting to hotel accommodations and incidental expenses are charged in addition to the above rate.

UNITED STATES LIGHTHOUSE SERVICE.

H. W. Rhodes, Inspector; office: Customs House.

UNITED STATES ATTORNEY.

Geo. J. Hatfield; office: Post Office Building.

UNITED STATES MARSHAL.

Fred Esola; office: Post Office Building.

UNITED STATES PASSPORT AGENCY.

William A. Newcome, Passport Agent; office: Custom House.

INTERNAL REVENUE DEPARTMENT.

John P. McLaughlin, Collector; office: Custom House.

UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

Leonard B. Gary, District Manager; office: Custom House.

UNITED STATES COAST GUARD SERVICE.

Captain F. G. Dodge, Division Commander, Southern Division; office: Custom House.

LIFE SAVING DIVISION.

G. B. Lofberg, District Superintendent.

UNITED STATES NAVY.

Office: Twelfth Naval District, 100 Harrison St.

FEDERAL HORTICULTURAL SERVICE.

Office: Plant Quarantine, Ferry Building.

BOARDS OF STATE HARBOR COMMISSIONERS.

First Board—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.

Second Board—C. L. Taylor; S. S. Tilton; James Laidley, appointed November 6, 1865.

Third Board—S. S. Tilton; James Laidley; James H. Cutter, appointed November 4, 1867.

Fourth Board—James H. Cutter; John J. Mark, appointed December 6, 1869. Jasper O'Farrell, appointed January 15, 1870.

Fifth Board—John J. Marks; Jasper O'Farrell; Washington Bartlett, appointed June 23, 1870.

Sixth Board—John J. Marks; Jasper O'Farrell; John Rosenfeld, appointed November 29, 1871.

Seventh Board—John Rosenfeld; Jasper O'Farrell; Lewis Cunningham, appointed March 1, 1873.

Eighth Board—Lewis Cunningham; John Rosenfeld; Samuel Soule, appointed March 13, 1873.

Ninth Board—Lewis Cunningham; Samuel Soule; T. D. Mathewson, appointed June 5, 1873.

Tenth Board—Samuel Soule; T. D. Mathewson; D. C. McRuer, appointed April 21, 1874.

Eleventh Board—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns, October 28, 1879.

Twelfth Board—Wm. Blanding; G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.

Thirteenth Board—Wm. Blanding; Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans; Wm. A. Phillips.

Fourteenth Board—Wm. Irwin, appointed March 20, 1883, died March 1, 1886. A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.

Fifteenth Board—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell; John H. Wise.

Sixteenth Board—William D. English, appointed March 13, 1887; A. C. Paulsell; John H. Wise.

Seventeenth Board—William D. English; A. C. Paulsell; Charles O. Alexander, appointed March 13, 1889.

Eighteenth Board—William D. English; Charles O. Alexander; William H. Brown, appointed March 13, 1890.

Nineteenth Board—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander; William H. Brown.

Twentieth Board—C. F. Bassett; William H. Brown; Dan T. Cole, appointed March 13, 1893.

Twenty-first Board—C. F. Bassett; Dan T. Cole; F. S. Chadbourne, appointed March 13, 1894.

Twenty-second Board—E. L. Colnon, appointed March 14, 1894; Dan T. Cole; F. S. Chadbourne.

Twenty-third Board—E. L. Colnon; F. S. Chadbourne; P. J. Harney, appointed March 20, 1897.

Twenty-fourth Board—E. L. Colnon; P. J. Harney, Rudolph Herold, Jr., appointed March 13, 1898.

Twenty-fifth Board—Paris Kilburn, appointed March 14, 1899; P. J. Harney; Rudolph Herold, Jr.

Twenty-sixth Board—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick; John D. Mackenzie.

Twenty-seventh Board—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker; W. E. Dennison.

Twenty-eighth Board—W. V. Stafford; W. E. Dennison; P. S. Teller, appointed April 1, 1909.

Twenty-ninth Board—W. V. Stafford; P. S. Teller; George M. Hill, appointed January 7, 1911.

Thirtieth Board—Marshall Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911.

Thirty-first Board—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.

Thirty-second Board—J. J. Dwyer; Thomas S. Williams; John H. McCallum, appointed July 30, 1912.

Thirty-third Board—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams; John H. McCallum.

Thirty-fourth Board—Arthur Arlett; John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.

Thirty-fifth Board—John H. McCallum; Harry H. Cosgriff; Miles Standish, appointed December 6, 1918.

Thirty-sixth Board—John H. McCallum; Harry H. Cosgriff; Frederick S. Moody, appointed March 1, 1920.

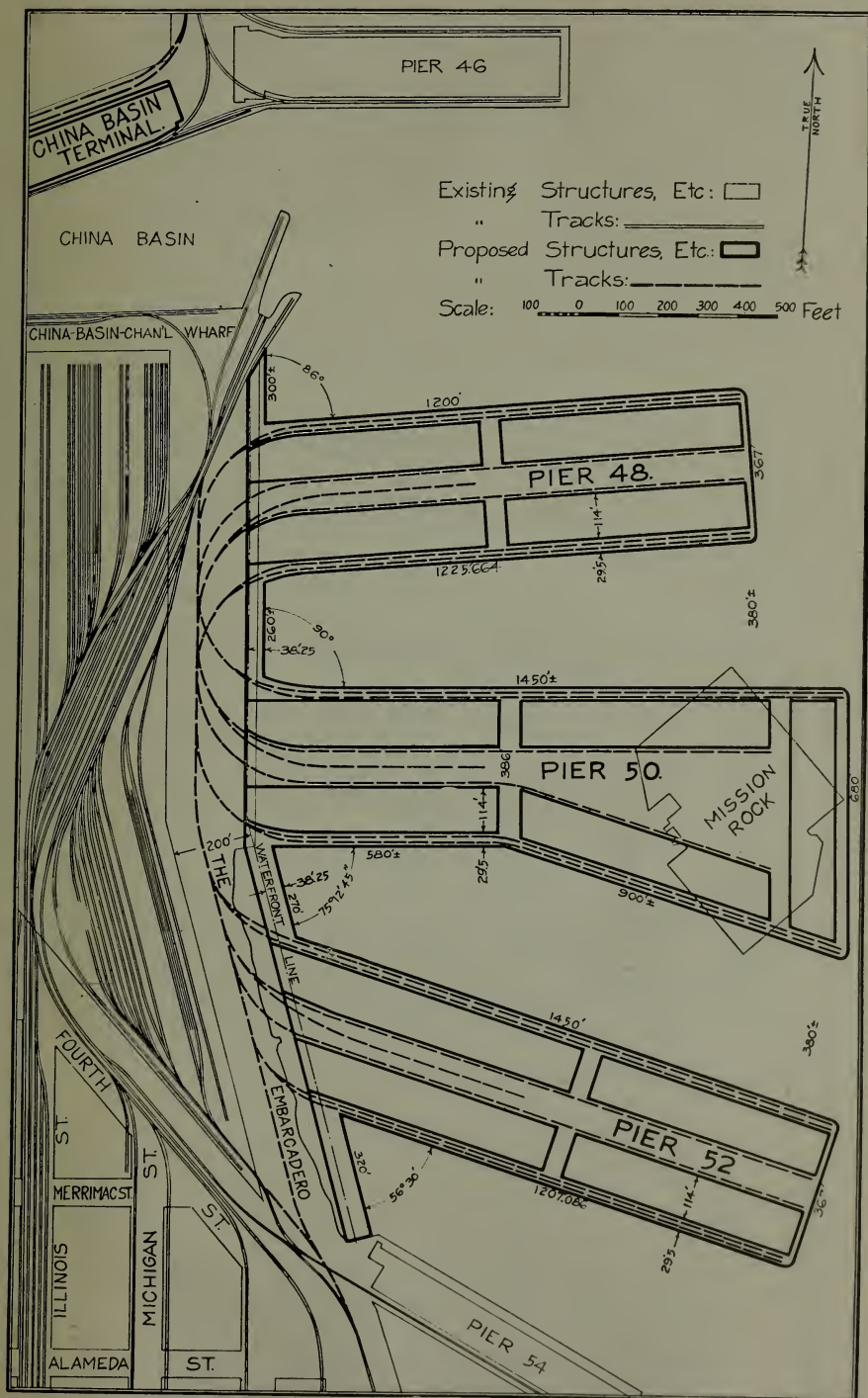
Thirty-seventh Board—Chas. H. Spear, appointed May 21, 1923; J. B. Sanford, appointed May 24, 1923; M. F. Cochrane, appointed August 1, 1923, died September 9, 1926; J. Sherman McDowell, appointed September 15, 1926.

SEAWALL LOTS.

Property of State, Under Control of the Board of State Harbor Commissioners.

(See Map.)

Number	Area in square feet	Appraised valuation
A	584	\$5,000 00
B	29,518	67,500 00
C	52,500	131,250 00
1	72,781	200,000 00
2	8,677	25,000 00
3	38,849	120,000 00
4	31,178	110,000 00
5	54,605	150,000 00
6	13,130	50,000 00
7	87,067	325,000 00
8	30,264	145,000 00
9	4,727	25,000 00
10	4,326	28,500 00
11	45,372	262,500 00
12	75,524	440,000 00
13	3,103	20,000 00
14	42,630	300,000 00
15	75,447	505,000 00
16	2,746	25,000 00
17	23,647	92,700 00
18	26,793	93,775 00
19	14,623	51,180 50
20	93,668	327,838 00
21	14,625	85,000 00
22	97,791	600,000 00
23	88,577	400,000 00
24	78,285	400,000 00
25	10,860	67,500 00
Total		\$5,052,743 50



SAN FRANCISCO BAY TONNAGE, 1925.

Compiled by Board of State Harbor Commissioners from Federal Customs Records for San Francisco District.

Intercoastal—To San Francisco—

Commodities	Total tons	New York	Balti- more	Phila- delphia	Boston	New Orleans	Jackson- ville	Sa- vannah	Norfolk	Mobile	Portland, Me.	Newport News	Gal- veston	Newark	All other ports
Burlaps.....	546	147	8	28	51	149	1		18	31	20		65	29	
Cigars and tobacco.....	23,363	1,100	12		313	218			13,239	42		8,751			
Cordage and twine.....	2,845	1,506	210	579	313			82	102	41			10	2	
Canned goods.....	12,378	1,361	1,288	7,402	174	192	90	64	524	19	995			269	
Canned fruit.....	3,468	905	1		41	22	18	49	22	62	76			15	
Canned vegetables.....	3,713	706	1,779	23					582	65	543			71	
Cocoa and chocolate.....	2,953	1,693		1,117		22									
Coffee.....	699	637			34	28									
Chemicals and drugs.....	61,711	32,091	5,760	10,560	3,174	1,376	3	90	3,607	169	231	189	2	4,494	22
Dried and fresh fruit.....	656	493		137		26									
Fish, canned.....	2,417	379	46	22	202	1,117		12	85	77	474		3		
Foodstuffs, not otherwise specified.....	18,959	9,517	496	1,447	1,565	3,632	3	1	939	37	148	1	49	1,337	387
Fibre, manufactured.....	318	184	2	15		116									
Fibre, unmanufactured.....	1,196	359	86	373	3	101			31		206		1	34	2
Hemp.....	11														
Leather and manufactures.....	412	216		75				4						78	
Linseed.....	226	60	17	149											
Machinery.....	445	31													
Machines and vehicles.....	31,228	31	5,053	5,690	1,722	366	2	27	1,388	9	48	244	10	1,126	11
Non-metallic minerals.....	47,046	24,027	20,942	14,824	1,972	4,054	8,563	653	3,276	145	13	964	3,811	3,707	14,955
Nuts.....	101,906	777	104	36	29	87		292	169						60
Oil and salad oils.....	777	650	475	409		1,839		16	275		41		109	517	19
Oil, linseed.....	3,850														
Oil, vegetable and not otherwise specified.....	226	60	17	149											
Ores.....	3,245	648	153	530	29	700		99	716	36			92	198	44
Ores, metals and manufactures.....	464,312	58,352	228,135	91,356	6,819	8,694	3,785	10,278	6,768	31,108	139	1,296	13	19,258	311
Rice.....	5,738	2				2,333		804	589				2,814	53	
Resins, gums and balsams.....	9,441	144	44	52		1,616		4,472	86	2,256		1,275			
Rubber and manufactures.....	8,164	5,269	302	389	813			30							
Sugar.....	3,504	601	71	1,228	119	1,429				56				973	
Syrup.....	2,926	1,073	55	246	90	489									
Tea.....	431	430			1										
Textile.....	854			3		201	16	161		473					
Textiles.....	23,773	8,700	199	4,428	3,418	264		1,540	4,112	316	99	561	79	561	57
Wood and manufactures.....	61,123	19,081	14,180	5,398	10,297	12,239	1	375	1,028	2,210	3,448	70	576	1,964	260
Unclassified.....	86,302	59,899	7,615	12,416	6,600	3,798	1	28	2,399	788	561	6	146	1,965	100
Totals.....	956,738	250,893	274,929	158,883	37,563	44,537	3,287	18,273	39,995	37,920	7,042	13,497	7,640	36,091	16,228

Figures are in tons of 2000 pounds.

Intercoastal and foreign tonnage over San Francisco piers in 1925.....

Inland waterways tonnage over San Francisco piers in 1925.....

Coastwise tonnage over San Francisco piers.....

4,035,086 tons

4,637,408 tons

2,128,940 tons

Total tonnage over San Francisco piers in 1925.....

10,801,434 tons

SAN FRANCISCO BAY TONNAGE, 1926.
Compiled by Board of State Harbor Commissioners from Federal Customs Records for San Francisco District.

January 1, to June 30, 1926.

Intercoastal—To San Francisco—

Commodities	Total tons	New York	Baltimore	Philadelphia	Boston	New Orleans	Jacksonville	Savannah	Norfolk	Mobile	Portland, Me.	Newport News	Galveston	Newark	All other ports
Cigars and tobacco.....	13,015	700	---	---	---	124	2	7	6,205	61	---	5,916	---	---	---
Cordage and twine.....	1,702	1,008	47	110	210	---	---	60	109	137	---	---	---	519	21
Canned goods.....	5,475	860	607	2,423	73	210	---	23	65	45	613	---	---	---	37
Cocoa and chocolate.....	1,390	603	---	757	12	---	---	---	---	---	---	---	---	27	---
Coffee.....	275	252	---	23	---	---	---	---	---	---	---	---	---	---	---
Chemicals and drugs.....	35,146	17,310	2,933	6,464	2,756	935	---	---	2,067	---	11	176	---	2,441	3
Dried and fresh fruits.....	951	257	17	334	41	55	---	73	2	---	---	---	---	---	172
Fish, canned.....	1,164	120	34	535	71	721	---	135	15	68	94	74	---	476	502
Foodstuffs, not otherwise specified.....	15,085	6,923	541	1,923	3,094	---	---	---	1,217	6	18	---	---	88	2
Fiber, manufactured.....	587	186	20	102	36	69	---	---	1	---	---	---	---	35	---
Leather and manufactures.....	297	67	---	30	65	---	---	8	---	4	---	---	---	---	---
Machinery and vehicles.....	21,088	12,416	2,708	4,004	843	307	6	48	610	---	---	142	---	1	22
Non-metallic minerals.....	60,432	9,648	13,599	9,862	357	2,107	2,810	2,211	3,706	223	---	100	3,360	1,635	10,754
Nuts.....	1,052	58	---	20	---	---	---	414	474	---	---	---	---	---	86
Oil, linseed.....	1,721	392	---	268	---	82	---	115	265	---	---	---	---	599	---
Oil, vegetable and not otherwise specified.....	526	349	20	415	---	86	---	71	16	---	---	---	---	---	---
Ores, metals and manufactures.....	1,356	729	---	20	---	---	145	530	3,412	14,655	3	18,900	71	12,517	4,544
Rice.....	276,029	24,851	138,048	43,945	4,869	4,610	---	---	35	8	---	1	---	---	73
Resins, gums and balsams.....	159	24	18	15	---	47	---	2	38	---	---	---	---	389	---
Rubber and manufactures.....	133	3,559	95	515	674	---	---	---	---	---	---	---	---	---	---
Sugar.....	5,272	8,149	2,086	2,937	18	1,411	---	---	---	---	---	---	---	736	---
Syrup.....	2,353	1,096	2	146	---	355	---	---	---	---	---	---	---	---	---
Turpentine.....	211	---	---	---	---	150	---	32	---	29	---	---	---	---	---
Textiles.....	14,254	4,297	223	2,574	1,720	636	1	1,318	1,548	644	56	2	272	441	522
Wood and manufactures.....	37,787	11,365	2,877	3,354	7,093	6,608	3	136	803	1,158	2,090	46	66	1,788	400
Unclassified.....	55,670	32,351	3,426	9,576	4,889	2,830	6	161	1,011	407	280	37	2	650	44
Totals.....	561,798	131,096	167,412	93,554	25,390	24,454	2,973	5,344	21,636	17,491	3,165	25,454	3,772	22,875	17,182

Figures are in tons of 2000 pounds.

Intercoastal and foreign tonnage over San Francisco piers January 1 to June 30, 1926..... 1,003,930 tons

Inland waterways tonnage over San Francisco piers January 1 to June 30, 1926..... 2,045,444 tons

Coastwise tonnage over San Francisco piers January 1 to June 30, 1926..... 1,879,592 tons

Total tonnage over San Francisco piers January 1 to June 30, 1926..... 4,928,966 tons

SAN FRANCISCO BAY TONNAGE, 1925.
Compiled by Board of State Harbor Commissioners from Federal Customs Records for San Francisco District.

Intercoastal—From San Francisco—

Commodities	Total tons	New York	Balti- more	Phila- delphia	Boston	New Orleans	Mobile	Provi- dence	Charles- ton	Portland, Me.	Norfolk	Gal- veston	Houston	Jackson- ville	All other ports
Asphalt.....	2,047	692	789	294	272	370			45			15		83	75
Bags, burlap.....	1,364	16	18	23	719	5,206	1,021	621	717	616	6,073	1,018	501	888	656
Beans.....	37,396	11,160	1,115	979	6,825	26	8								
Brick, clay, chalk, tile.....	45	11													
Canned goods.....	103,314	43,436	7,914	16,170	10,742	7,749	3,019	516	3,730	258	3,598	1,430	1,715	2,203	744
Cassia.....	610	549	8	24	29	10									
Cashew.....	829	382	117	105	105	10						234			
Cocanuts, desiccated.....	6,001	5,114	51	6	399	197									
Coffee.....	1,062	509	226	327									1		
Cigars and tobacco.....	730	649	60	16	1	1					2				
Cotton, manufactured.....	2,058	525	60	458	621	33			177		152	14	18		
Cotton, raw.....	5,113	817		13	3,210		1		138	84	850				
Cotton, raw.....	1,379	332	427	90	530										
Charcoal.....	733	266		7	4	11	1		31		2				31
Copper.....	49,256	10,284	38,957	15	114	207	358		102		64	283			153
Chemicals and drugs.....	10,803	2,866	4,026	2,377	182	945			41	2	16	12	78	253	
Dry goods.....	1,559	334	39	29											
Feathers.....	308	271	9		28										
Fish.....	18,264	10,404	1,010	945	3,062	496	38	91	203	240	1,232	41	185		317
Flour.....	3,942	5,925			10	561	11	45	23	83	113	236	70	54	21
Foodstuffs, not otherwise specified.....	3,435	4,009	280	3,150	779	738	740	1,281	641	1,422	4,642	1,184	947	2,717	2,803
Fruit, canned.....	133,867	61,605	14,382	20,713	12,342	7,338	327	1,673	806	1,256	2,075	897	1,255	181	431
Fruit, dried.....	118,339	71,012	4,466	17,694	14,079	2,227						17			
Fruit, fresh.....	279	145	97		19	1			308		9	72	79		1
Fibre, manufactured.....	2,654	1,504	1	444	166	70			601			14	66		
Fibre, unmanufactured.....	4,076	2,521	17	132	310	495			48		1				
Floor covering and linoleum.....	3,452	2,583	417	170	76	77									
Glass and manufactures.....	264	252	5	4											
Hides.....	5,414	1,870	82	500	2,962										
Honey.....	103	88									3				
Hops and malt.....	1,503	1,261	22	54	158	7									
Hay and feed.....	4,465	3,563	449	82	199	87	47				38				
Iron, steel and hardware.....	7,707	5,231	279	1,118	163	335	1	24		1	49	442	1	13	52
Leather.....	476	359	49		65						1				
Lumber.....	32,700	15,275	10,293	1,022	2,957	690	41	56		345	1,809		24		188
Meat and products.....	96	23			32				91		194	59		29	46
Milk, powdered.....	5,845	2,672	326	560	825	857	186								
Mustard seed.....	665	493	122	44	6								41		
Metals and manufactures, not otherwise specified.....	13,563	12,359	385	680	28	7		61						1	
Machinery and vehicles.....	3,575	1,394	421	905	186	160		53	158	5	157		1	133	2
Non-metallic minerals.....	2,069	1,570	33	163								100	161	37	

Nuts.....	13,570	4,829	138	873	21,271	94	57	46,570	76,129
Oil, gasoline.....	322,473	123,267	248	32,087	21,552	21,750			
Oil, lubricating.....	51,224	302	23	50,813	10	186			
Oil, vegetable and not otherwise specified.....	428	349	1	35	13	4	6		
Oil, wood.....	7,484	4,468	96	840	2,460	22	1	48	
Paper.....	694	477	13	388	27	97	9		
Paint and pigments.....	204	204							
Quicksilver.....	6,797	6,191	1		24	581			
Rice.....	2,319	1,674	34	340	199	2	23	2	
Rubber and manufactures.....	7,428	1,868	286	2,332	727	2,215			
Rags.....	1,973	1,319	15	638	1				
Silk and manufactures.....	1,384	1,354					30		
Slate, pencil.....	1,504	1,467	18				19		
Shook.....	420	211	79	44	82	4			
Soap.....	1,947	1,384	75	21	467				
Tallow.....	2,123	1,391	48	232	372	80			
Tar.....	1,755	714	12	282	747				
Twine and cordage.....	25,807	15,604	1,967	2,798	1,174	948	138	199	32
Vegetables, canned.....	2,164	708	24	217	83	238	5	349	683
Vegetables dried and fresh.....	8,554	8,545					8		
Wine.....	24,668	6,792	1,031	10,000	6,680	1			
Wool.....	1,615	930	27	189	35	287	69	105	3
Wood and manufactures.....	348	220		80	48			1	26
Zinc.....	38,914	20,905	1,378	5,786	5,097	3,827	44	632	32
Unclassified.....						145	638	5	260
Totals.....	1,125,088	489,956	92,825	177,063	103,518	59,839	4,709	28,397	54,242
						6,351	7,073	4,765	82,271

	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
Nuts.....	4,314	2,196	6	16	446										
Oil, gasoline.....	174,742	50,482	27,849	40,332											
Oil, lubricating.....	30,087	2,115	20	30,049	32										
Oil, vegetable and not otherwise specified.....	2,236	2,115	54	101											
Oil, wood.....	143	104	54	145	1,839	34									
Paper.....	3,299	1,229	37	11											
Paint and pigments.....	952	673	37	11											
Quicksilver.....	95	95													
Rice.....	1,977	1,779	2	41											
Rubber and manufactures.....	386	270	48	22	21										
Rags.....															
Silk and manufactures.....	218	205		13											
Slate, pencil.....	543	502													
Shook.....	1,747	1,731													
Soap.....	16	7													
Tallow.....	931	671	63	79	118	9									
Tea.....															
Twine and cordage.....															
Vegetables, canned.....	15,028	8,324	1,082	3,639	593	272									
Vegetables, dried and fresh.....	282	214	22	6	9										
Wine.....	4,240	4,240													
Wood and manufactures.....	1,829	1,460	65	165	32	8									
Wool.....	10,185	3,087	302	1,080	5,716										
Zinc.....	219	219													
Unclassified.....	14,999	6,608	820	3,789	2,143	564									
Totals.....	504,846	200,451	67,438	106,561	32,740	16,744	2,706	11,368	2,836	1,531	5,057	1,575	4,919	12,249	38,671

Figures are in tons of 2000 pounds.

SAN FRANCISCO BAY TONNAGE, 1925.
Compiled by Board of State Harbor Commissioners from Federal Customs Records for San Francisco District.

Imports to San Francisco—

	Total tons	Alaska	Asia; all others	Canada	Central America, Mexico, Cuba	China, Hosen, Hong kong	Conti- nental Europe	East Indies	Hawai- ian Islands	India and Ceylon	Japan	Oceania	Philip- pine coun- tries	South America	United King- dom	All others
ANIMAL PRODUCTS.																
Albumen and egg yolk.....	1,819			41		1,776	462		2		2,753	3	1		74	11
Fish, canned and otherwise.....	20,652	16,063		207	168	217	42	6	605		11	2		2,019	5	48
Hides.....	3,094			343	8	338	125	9	3		326	95	663		54	1
Leather and manufactures.....	1,619			4		707	537	37	441	45	12	1,072		1,406	48	6
Animal products, not otherwise specified ..	4,655	15		266	25											
FOOD PRODUCTS.																
Copra.....	102,508		71		95			10,151	79	208	20,438		71,466			
Bananas.....	6,616				2,221		68		4,395	3		32	25	1,005	520	
Cocoa beans.....	1,653						69	6,483	1,679		495			28,602		
Coffee.....	59,098		21	34	21,712	3	2		145		2,076	101	580	28	56	
Feed (oil and bean cake, etc.).....	10,173			4,905	74	13					4,286	59	140	14,318	2,146	964
Foodstuffs, not otherwise specified	32,874	1	338	372	41	4,451	1,834	2,338	567	1,019						
Molasses.....	67,196								67,196							
Nuts.....	20,176		186			18,841	132	70	1	52	498	19	1	264	12	100
Olive oil.....	2,666						2,666									
Pineapple, canned.....	337,042					2		32	337,008							
Pineapple, fresh.....	211								53	1	1,064					
Rice.....	9,918		56		34	8,492	218									
Sugar.....	837,836			25	12,519	311			746,585		1		78,395			
Vegetables, canned and otherwise.....	21,154		243	528	486	2,693	880		2	7	8,226	460		7,452	36	141
OTHER PRODUCTS.																
Oil, vegetable, and not otherwise specified ..	60,720	3,462	1,039	301	6	13,233	1,622	220	243		4,491	434	32,484		3,144	28
Rubber and manufactures.....	1,045			39	7	268		602	12		2	18	88		11	
Vegetable products, not otherwise specified ..	13,694			4	1,134	210	1,122	248	48	79	416	2,144	6,160	1,355	216	493
TEXTILES.																
Burlap.....	11,260	2	1,996	30	3	18	80	25	40	9,027	25	1			12	1
Cotton, raw and manufactured.....	2,217			1	64	1,268	89		40	336	303		80		34	2
Fibre, manufactured.....	19,153		1,859	120	36	151	306	18	83	14,413	409		1,441		230	2
Fibre, unmanufactured.....	9,271		442		987	28	23	1,507	10	1,817	32	77	4,276	3	69	
Silk, raw and manufactured.....	5,864			1		1,372	36	2		4,443	1				4	3
Textiles, not otherwise specified	1,140		4	2	41	525	62	1	76	6	179	44			175	24

Non-METALLIC MINERALS.													
Cement.....	24,061	6	3,966	17,208	6	1	12	2,866	15	3,775	442	15	442
Chalk, clay, tile, brick.....	29,339	20	833	24,141	26	1	2,220	17	3,775	442	15	442	4
China and earthenware.....	3,612		5	554	5	1	454		662	38,483	12	1,074	12
Coal and coke.....	49,679			3,444		38	18	1	299	1,074	12	1,074	12
Glass and manufactures.....	11,405		4	10,246			3			1,074	12	1,074	12
Marble, stone, etc.....	20,566		2,340	18,202						1,074	12	1,074	12
Non-metallic minerals, not otherwise specified.....	9,031			2,039	2,427	1,213	868	10	213	1,356		1,356	
ORES, METALS AND MANUFACTURES.													
Iron and steel.....	27,774			19,727						5,775	6	5,775	6
Iron and steel, miscellaneous manufactures.....	8,105	66	24	1,828	1,288	47	1	1,057	20	103	73	47	27
Lead.....	5,188		1,560		17		4		2	3,545		30	
Ores, metals and manufactures, not otherwise specified.....	14,539		1	2,978	116	1,683	233	13	126	14	135	201	1,427
Tin.....	1,768			100			1,516						1,801
WOOD AND PAPER.													
Lumber.....	43,086	211	23,058	33	102	33	3	2,793	3,592	448	12,800	13	214
Paper.....	76,685	26	40,630	3,245	38	582	1	1,434	8,826	702	19	20,616	327
Wood and manufactures.....	8,630	2	11	840	131	1,692	1	82	2,872	209	2,501	54	55
MACHINERY AND VEHICLES.													
Autos, electric and other machinery.....	1,433	2	25	404	1		1	303	190	1	6	9	488
DRUGS AND CHEMICALS.													
Chemicals and drugs.....	9,911	55	27	4,807	457	462	110	401	76	1,247	20	242	984
Fertilizers.....	43,048			5,380	23	87	7		89	1		1,202	36,819
Paints and pigments.....	1,420			1,308				21				12	79
Unclassified.....	19,931	267	614	1,398	412	1,200	180	1,681	667	4,132	970	200	7,082
Totals.....	2,075,155	19,909	83,302	44,705	62,297	129,453	24,670	1,172,095	28,909	74,509	14,137	211,595	27,583
												61,553	4,642

Figures are in tons of 2000 pounds.

SAN FRANCISCO BAY TONNAGE, 1926.

Compiled by Board of State Harbor Commissioners from Federal Customs Records for San Francisco District.

January 1, to June 30, 1926.

Imports to San Francisco—

	Total tons	Alaska	Asia; all others	Canada	Central America, Mexico, Cuba	China, Hosen, Hong kong	Conti- nental Europe	East Indies	Hawai- ian Islands	India and Ceylon	Japan	Oceania	Philip- pine Islands	Scandi- navian coun- tries	South America	United King- dom	All others
ANIMAL PRODUCTS.																	
Albumen and egg yolk.....	1,013	---	---	---	---	1,013	213	---	---	---	---	---	---	261	---	2	3
Fish, canned and otherwise.....	1,608	---	---	---	---	113	3	---	5	---	---	---	---	---	---	---	---
Hides.....	1,114	---	---	---	---	25	66	14	276	---	---	161	---	---	568	1	---
Leather and manufactures.....	96	---	---	---	---	3	26	---	2	---	---	6	---	---	---	7	---
Animal products not otherwise specified.....	11,135	---	---	---	---	521	348	---	187	1	4	366	---	45	9,518	3	---
Food Products.																	
Copra.....	3,208	---	---	---	---	---	---	---	5	---	75	---	3,128	---	---	---	---
Bananas.....	3,116	---	---	---	650	---	---	---	2,466	---	---	---	---	---	---	---	---
Cocoa beans.....	3,611	---	---	---	---	7	37	5	---	48	23	38	---	---	1,676	877	300
Coffee.....	41,284	---	---	---	24,476	---	15	2,047	405	---	452	---	---	---	13,839	17	17
Feed (oil and bean cake, etc.).....	6,678	---	1,325	585	---	191	---	---	---	---	1,178	---	3,432	---	3	---	---
Foodstuffs, not otherwise specified.....	71,052	---	88	252	124	1,865	553	29,404	112	802	1,076	17,685	18,631	34	33	272	111
Molasses.....	38,413	---	---	---	10,872	---	---	---	27,541	---	---	---	---	---	---	---	---
Nuts, not otherwise specified.....	5,052	---	336	---	---	4,305	61	---	1	---	3	---	---	---	314	30	2
Olive oil.....	1,019	---	---	---	---	---	1,019	---	---	---	---	---	---	---	---	---	---
Pineapple, canned.....	62,054	---	---	---	---	---	---	---	62,054	---	---	---	---	---	---	---	---
Pineapple, fresh.....	83	---	---	---	---	---	---	---	83	---	---	---	---	---	---	---	---
Rice.....	11,481	---	---	110	3,297	7,088	697	---	23	151	145	---	---	---	---	---	---
Sugar.....	604,601	---	---	360	8,534	1,314	411	---	531,336	3	5,744	47	64,622	---	133	10	14
Vegetables, canned and otherwise.....	8,451	---	24	---	---	---	---	---	2	---	---	---	---	---	---	---	---
OTHER PRODUCTS.																	
Oil, vegetable, and not otherwise specified.....	24,982	---	2,075	---	---	6,640	3,277	281	11	2	1,208	34	10,420	---	---	989	45
Rubber and manufactures.....	508	---	---	---	1	23	56	278	15	26	---	38	46	---	---	3	2
Vegetable products, not otherwise specified.....	7,294	---	429	2	386	109	250	167	29	109	431	317	175	8	4,668	132	72
TEXTILES.																	
Burlap.....	16,061	---	23	---	12	9	277	---	260	15,408	10	---	---	---	---	33	29
Cotton, raw, and manufactured.....	717	---	---	---	44	237	33	---	---	133	193	---	47	---	---	---	---
Fibre, manufactured.....	661	---	---	---	---	28	121	---	10	152	199	---	255	---	---	42	4
Fibre, unmanufactured.....	4,807	---	---	---	566	25	577	---	---	1,205	152	414	1,836	---	7	24	1
Silk, raw, and manufactured.....	3,190	---	21	---	---	719	15	---	---	---	2,429	---	---	---	---	---	6
Textiles, not otherwise specified.....	792	---	6	4	---	126	41	---	---	11	344	1	---	---	41	200	16

SAN FRANCISCO BAY TONNAGE, 1925.
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Exports from San Francisco—

	Total tons	Alaska	Asia; all others	Canada	Central America and Cuba	China, Hosen- kong	Conti- nental Europe	East Indies	Hawai- ian Islands	India and Ceylon	Japan	Mexico	Oceania	Philip- pine Islands	Scandi- navian coun- tries	South America	United King- dom	All others
ANIMAL PRODUCTS.																		
Dairy products.....	2,329	84	---	6	41	88	---	2	862	1	12	70	15	148	---	236	764	---
Fish, canned.....	19,269	16	208	20	456	648	441	3,389	743	1,024	210	248	1,930	4,271	9	2,510	3,076	70
Fish, dried, fresh, salted.....	2,708	2	116	17	147	432	94	566	648	---	25	12	112	152	10	198	177	---
Hides.....	1,422	---	---	---	---	61	212	---	6	---	904	---	22	22	1	---	216	---
Leather and manufactures.....	5,166	1	90	59	16	1,932	---	34	404	5	2,144	10	29	437	---	2	2	1
Meat and products.....	3,451	205	4	1	290	74	32	9	1,752	2	22	268	113	474	---	205	465	---
Milk, canned or powdered.....	11,967	69	31	4	73	2,834	145	692	951	11	594	121	50	5,426	1	500	---	---
FOOD PRODUCTS.																		
Barley.....	326,545	---	168	523	37	7,246	65,361	---	15,353	---	737	301	48	3	14,017	---	221,911	840
Canned goods.....	2,745	7	3	9	18	649	147	235	752	2	117	40	43	630	---	86	7	---
Cereals.....	2,508	45	4	16	185	432	1	39	848	4	182	72	57	45	---	577	---	1
Foodstuffs, not otherwise speci- fied.....	51,373	1,092	144	1,243	19,349	1,191	2,483	260	8,661	83	633	2,461	2,601	2,798	267	3,081	4,953	73
Fruit, canned.....	87,166	70	116	1,962	842	625	7,395	1,214	714	591	252	116	673	425	883	657	70,546	105
Fruit, dried.....	108,081	33	75	6,973	301	2,453	53,377	127	2,013	52	1,520	314	3,674	680	5,751	1,737	28,829	172
Fruit, fresh.....	13,410	9	3	2,168	454	1,287	96	583	3,010	34	262	444	206	3,314	---	117	1,423	---
Rice.....	37,155	13	---	1,094	215	5	1	---	23,807	---	10,557	19	674	---	---	840	---	---
Vegetables, canned.....	7,296	76	86	580	271	860	859	284	873	176	377	118	886	856	99	179	601	115
Vegetables, dried and fresh.....	16,180	79	1	435	2,334	360	---	120	7,703	19	112	1,848	1,174	820	---	271	304	---
OTHER PRODUCTS.																		
Cigars and tobacco.....	16,179	10	---	3	2	14,251	---	72	946	---	229	4	563	89	---	---	10	---
Hops and malt.....	861	---	---	---	11	10	239	70	70	29	41	122	159	5	---	41	131	3
Hay and feed.....	62,942	50	---	263	1,037	57	6,512	41	21,780	4	30,339	280	141	231	---	2,205	2	---
Oil, vegetable, and not otherwise specified.....	5,822	191	4	14	661	165	94	3	2,570	27	225	1,363	115	103	---	286	---	1
TEXTILES.																		
Cotton, raw and manufactured.....	25,770	38	4	129	210	2,517	63	10	1,663	---	19,759	301	339	247	---	312	178	---
Dry goods.....	323	---	---	6	2	23	---	---	241	---	5	3	32	7	---	---	4	---
Fibre and manufactures.....	1,842	20	---	18	112	2	161	---	1,085	---	20	252	89	19	---	64	---	---
PAPER AND WOOD.																		
Lumber.....	179,522	2,159	56	83	4,404	258	2,333	11	23,553	51	12,634	16,418	69,143	11,671	---	33,552	5,465	5,731
Paper and manufactures.....	34,704	258	171	341	959	10,278	39	4,297	12,512	334	1,818	194	1,875	1,470	2	127	14	15
Shook.....	8,510	1,887	---	---	---	92	1	598	4,891	1	678	67	385	581	---	---	---	---
Wood and manufactures.....	6,235	104	3	92	152	228	763	13	2,014	1	678	118	1,054	76	2	169	785	3

SAN FRANCISCO BAY TONNAGE, 1926.

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Exports from San Francisco—

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ANIMAL PRODUCTS.																		
Dairy products.....	1,273	14	---	1	25	40	---	---	888	---	18	35	2	90	---	127	53	---
Fish, canned.....	12,352	16	144	6	297	503	175	4,040	328	1,112	2	94	261	2,710	---	839	1,749	76
Fish, dried, fresh, salted.....	1,513	1	4	6	24	390	68	32	633	---	134	9	31	131	---	18	11	1
Hides.....	857	---	---	---	---	---	30	---	---	---	600	---	---	---	---	---	101	---
Leather and manufactures.....	3,354	---	---	17	2	---	---	12	337	2	753	2	15	210	---	1	---	---
Meat and products.....	1,486	18	2	2	55	20	19	5	1,028	---	6	109	28	192	---	4	---	---
Milk, canned or powdered.....	8,705	29	46	3	59	1,338	7	827	703	2	190	149	45	4,223	---	474	---	---
FOOD PRODUCTS.																		
Barley.....	86,847	---	32	374	36	13	11,330	---	11,254	---	51	80	23	190	1,065	---	62,399	---
Canned goods.....	1,882	---	3	40	1	17	---	13	868	---	100	4	16	10	---	1	---	---
Cereals.....	1,234	15	6	1	60	89	11	5	758	1	100	76	49	25	---	58	---	---
Foodstuffs, not otherwise speci- fied.....	24,924	244	48	235	7,978	1,479	689	642	3,206	51	482	2,310	1,546	788	222	2,060	2,016	28
Fruit, canned.....	18,665	5	150	572	214	252	1,894	820	451	213	183	38	71	159	198	307	13,151	177
Fruit, dried.....	33,009	6	32	2,809	118	1,091	13,710	98	511	50	223	165	1,921	1,037	1,037	1,002	10,080	51
Fruit, fresh.....	5,197	1	2	552	26	1,614	---	71	1,105	36	6,054	37	190	820	---	45	435	1
Rice.....	22,498	5	---	20	160	1	107	---	14,654	---	6,054	32	659	---	---	605	116	85
Vegetables, canned.....	4,288	215	25	230	86	396	325	212	558	76	256	47	753	360	51	93	503	102
Vegetables, dried and fresh.....	8,042	35	---	147	2,311	144	1	16	2,920	3	6	1,124	100	353	---	882	---	---
OTHER PRODUCTS.																		
Cigars and tobacco.....	9,030	1	22	---	2	8,176	---	---	354	---	378	---	17	80	---	---	---	---
Hops and malt.....	350	---	1	---	19	11	60	---	127	9	65	6	8	10	---	29	5	---
Hay and feed.....	20,264	21	2	65	6,723	30	1,248	13	9,027	---	1,004	337	33	18	---	1,832	11	---
Oil, vegetable and not otherwise specified.....	2,376	183	---	31	456	72	---	---	528	---	230	512	175	134	---	55	---	---
Resins, gums, balsams.....	3,704	2	---	54	17	1	---	---	50	---	270	9	2,790	505	---	6	---	---
TEXTILES.																		
Cotton, raw and manufactured.....	4,848	12	---	44	25	1,579	59	5	903	1	1,710	96	181	70	---	---	158	---
Dry goods.....	840	1	9	8	---	---	4	---	737	---	12	4	55	10	---	---	---	---
Fibre, manufactured and un- manufactured.....	4,113	43	---	126	64	6	68	---	3,043	4	30	502	173	16	2	36	---	---

PAPER AND WOOD.																
Lumber.....	123,050	12,988	17	14,873	7,347	1,579	3,212	10,615	5,868	21,941	36,506	22	26	12,670	2,360	4,485
Paper and manufactures.....	23,477	438	886	464	369	8	1,108	5,772	240	92	1,421	1,589	40	584	2	33
Shook.....	3,328	685	515	---	73	122	1,134	1,789	5	411	289	320	---	27	341	75
Wood and manufactures.....	3,127	39	---	45	---	---	---	1,295	---	23	530	---	---	56	---	---
NON-METALLIC MINERALS.																
Asphalt.....	61,993	16	1,643	976	8,029	26,585	5,546	492	7,872	26	7,193	1,695	---	700	169	35
Brick, tile, clay, chalk.....	3,326	11	1	146	42	41	2	3,545	13	36	37	26	---	7	11	---
Cement.....	20,353	36	---	483	---	---	---	18,281	---	929	606	45	---	11	---	---
China and earthenware.....	727	2	6	---	21	---	1	331	10	67	91	331	---	114	---	---
Coal and coke.....	5,749	4,970	53	---	---	---	---	667	---	3	---	56	---	---	---	---
Non-metallic minerals.....	6,110	673	183	914	1,688	118	99	502	180	368	594	295	---	353	17	---
Oil, gasoline (in containers).....	115,592	7	3,796	5,261	450	2,679	6,086	16,722	296	76,623	3,379	66	227	---	---	---
Oil, illuminating (in containers).....	10,010	1,204	3,094	119	1,065	68	107	107	427	67	2,488	1,360	---	11	---	---
Oil, lubricating and grease.....	47,434	188	1,627	415	4,443	4,446	1,901	8,402	3,172	96	10,371	2,328	---	193	7,763	16
Glass and manufactures.....	2,700	4	220	206	23	49	765	1,005	81	106	110	---	---	41	---	---
Salt.....	9,541	391	7,231	1	29	---	917	3	38	12	844	73	---	---	---	---
MACHINES AND VEHICLES.																
Autos, parts and accessories.....	6,953	2	4	20	232	9	18	3,328	13	113	793	119	7	3	7	---
Electric machinery and goods.....	5,660	4	123	33	415	1	26	695	---	100	1,595	313	---	2	2	---
Machines and parts.....	10,163	62	75	390	174	64	224	1,181	22	376	2,688	328	68	981	19	10
METALS AND MANUFACTURES.																
Iron and steel.....	3,885	42	---	374	10	173	---	---	2	837	62	151	---	202	2	---
Iron and steel, miscellaneous manufactures.....	12,552	129	65	317	1,085	2	341	3,288	26	390	3,168	753	---	155	218	2
Metals and manufactures.....	18,709	1,375	69	314	40	2,975	665	8	6,470	373	133	417	---	39	1,569	2
Zinc.....	12,405	---	22	27	15	11,765	---	17	---	206	12	13	---	---	328	---
DRUGS AND CHEMICALS.																
Chemicals and drugs.....	8,361	35	20	3,165	148	428	546	13	854	515	620	267	15	19	7	4
Fertilizer.....	16,907	---	280	376	1,260	---	---	8,331	246	426	37	1	---	---	---	---
Paints and pigments.....	3,680	40	8	175	165	72	13	53	120	98	581	439	98	92	17	18
Soap.....	2,009	3	168	62	36	2	---	1,601	10	46	10	57	---	6	8	---
Unclassified.....	31,988	70	33	1,574	1,060	172	122	20,037	81	1,157	451	3	615	159	12	---
Sub-totals.....	854,260	23,981	12,889	39,649	53,426	49,375	46,873	153,841	10,980	34,476	161,193	25,823	2,800	25,617	104,687	5,215
BULK OIL SHIPMENTS.																
Gasoline.....	87,404	---	6,528	246	---	5,005	---	26,828	---	---	8,899	---	---	---	39,898	---
Fuel.....	651,022	84	4	194,729	24,964	13,155	---	163,161	---	7,650	94,273	1,106	---	51,142	---	---
Illuminating.....	145,536	89	---	11,326	28,490	6,486	---	6,486	---	37,779	56,835	---	---	---	---	4,531
Bulk oil totals.....	883,962	173	4	212,583	49,677	18,160	---	196,475	37,779	7,650	103,172	1,106	---	51,142	39,898	4,531
Grand totals.....	1,738,222	24,154	12,897	204,840	64,859	67,535	46,873	350,316	48,759	42,126	264,365	26,929	2,800	76,759	144,585	9,746

Figures are in tons of 2000 pounds.

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